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TUOLUMNE COUNTY GENERAL PLAN



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TUOLUMNE COUNTY GENERAL PLAN 1968 - 1990

PLANNING AREA PLANS

COUNTY RECREATION PLAN

Adopted by the
TUOLUMNE COUNTY PLANNING COMMISSION
August 15, 1968

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Planning Associates of San Francisco
September 1968

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Introduction

The purpose of the General Plan is to improve the operations of County government by providing a guide to growth and development as they unfold.

This is the first comprehensive General Plan in the history of Tuolumne County, dealing with the interrelationships between the economy and traffic, agriculture, forestry, urban areas, population density and other major elements of the County environment. It is subject to change as new and unforeseen events occur to make their mark upon the County landscape and growth rates.

The Plan is not a regulation, but a general statement in map and word, of how all the parts seem to fit together now and in the future.

The General Plan can be used merely as a statement of how people feel at the present time about their surroundings. Or it could be regarded as a kind of blueprint of where things ought to go when the need for them arises. It can be used creatively as a tool for betterment or it can be filed away and forgotten -- the choice belongs to the Supervisors, the Planning Commission, the County staff and the people who elect and appoint them. The Plan is only as good as the people who try to apply it to a particular problem. It has no self-enforcing feature, but can only be realized, if at all, to the extent that it now and later reflects the true desires and best interests of the people of Tuolumne County.

The Plan can also be used to inform strangers about the County, to help encourage the development of certain needed things that might not otherwise materialize; to remind County officials from time to time where they are going and why; to help people resolve disputes over the competitive uses to which lands may be put; to help bring about better residential areas for residents and visitors alike; to advance the interests and living standards of the

people of Tuolumne; and to create and preserve an inspiring and refreshing environment for visitors to enjoy.

HOW TO MAKE A PLAN

Roughly, in order, the steps leading to the creation of this Plan were the following:

1. Find out what the people want (opinion polls).
2. Find out what's going on (surveys, inventory, review publications).
3. See where the problems are (traffic bottlenecks, incompatible land uses, lost economic opportunities).
4. Make a map to show the elements of the County environment (base map, land use).
5. Analyze the present economy and trends in employment (7,500 to 13,000).
6. Project trends into the future to estimate the population of 1990 (21,000 to 45,000).
7. Calculate land use, traffic and other living requirements for the future population.
8. Formulate a County Development Policy from questionnaires, interviews and discussions.
9. Design a Plan from the Policy and the needs, to fit the requirements and suit the ideas of the people of the County.
10. Put the Plan up for public hearings and adjust it according to what the citizens say at the hearings.

11. Adopt the Plan, and publish it so that everyone interested can have a copy.
12. Send it to the Board of Supervisors for whatever use and application they care to make of it.
13. Wait 3 years and do it again, until everyone is satisfied with the Plan, understands how it works, gives it support, and uses it to help create a better life for all.
14. Change the laws to authorize County government to use and apply the General Plan which the majority of the people want.

The Plan represents about the only opportunity that the people have to influence the course of events that are changing their environment. Those changes are being brought about by highway construction, dam building, farming practices, land speculations, home construction, fire control, mining operations, and a host of other activities over which individual people have no overall influence. Taken together, however, and illustrated on a County-wide map, all these forces can be brought into clear perspective in a document controlled by the people -- the General Plan. When this Plan is followed, the circle is closed and people can once again manage their own environment as they once did eons ago when the community was no larger than the tribe or family and most of the out-of-doors was just the way God made it.



History

Since time immemorial the landscape of Tuolumne County has been the scene of many changes. Some were made with great foresight as to their results, others were very short-sighted and aimed at immediate gains without regard for the ultimate costs to be paid by the succeeding generations who would inherit the misused land.

Before the white man came to the western slopes of the Sierra Nevada the Indians who lived and hunted in the area made a regular practice of burning the underbrush out of the then forested foothills. Their immediate concerns were safety from unexpected visitors and the easier game hunting made possible in the clearer forest. They accomplished, at the time, the prevention of major forest fires by limiting the fuel and, by so doing, stabilized the water runoff.

When the white men came, led by the Bidwell-Bartleson party through Emmigrant Basin in 1841, the changes of the landscape began to accelerate. The practically insurmountable Sierra held a strong throttle on wagon train immigration. With the discovery of gold at Woods Crossing in 1848, the population and activity of Tuolumne County exploded. Tens of thousands of miners from the four corners of the world poured into the County and other parts of the Mother Lode to take the precious metal from placer, pocket and quartz deposits. In the area from Don Pedro Bar, up along the Tuolumne River to Moccasin Creek, up Woods Creek through Chinese Camp, Jamestown and Sonora, placer miners sluiced their way through acres of gravel leaving it in long windrows for those who might follow. In the area around Columbia hundreds of acres of topsoil were washed away exposing ghostly limestone dolmens that still guard the empty soilless fields. The prehistoric river bed under the lava cap of Table Mountain was riddled with tunnels that dumped acres of tailings on the slopes.

The activities that accompanied the miners built the foundations of most of the towns that survive today and some that have long since passed away. The roads and river crossings built for and by the miners now serve the commuters of Tuolumne County. The venerable brick and timber buildings that make Columbia the unchallenged gem of historic Mother Lode towns were built there in the 1850's and 1860's. Ditches for water to supply the communities and the mining operations have continued to serve new inhabitants. Saw mills and early timber operations, established to provide lumber for the early settlements, continued to strip the land of its heritage of forests, and when the trees were gone, most of them tumbled into disuse, leaving the sagging buildings and empty yards as testimony of their shortsightedness. The lumber companies that remain have taken up the practice of sustained yield logging and are among the main sources of income in the County.

In the nineteenth century, the cattlemen followed the loggers across foothills, burning the remaining brush to clear the land for grazing. The loss of the forests in the watersheds had meanwhile left the land dry, subject to seasonal floods but seldom green. After World War I, with the slacking of mining, the population and activity ebbed away from Tuolumne County, and the foothills lay quiet and golden, awaiting the next "boom". In this period, many of the County's residents grew accustomed to the quiet remoteness of the place and scarcely noticed when, in the early 1950's, people from the nearby urban centers, themselves seeking the rural life, began coming to the County to build second homes or permanent residences.

Now, in 1968, the communities are swelling to accomodate these newcomers. Roads, inns and campgrounds are choking on the new flood. People who have never seen Tuolumne County are being offered a piece of it by land companies. The people of the County have a rich heritage of scenic and historic

resources to share with their visitors as well as a wealth of new homesites near interesting, established communities to offer new residents. And they have the means and the responsibility to plan for the best utilization of these resources.

Research Summary

Reports have been issued through the County Planning Office on sanitary drainage, economics, employment and population, and land use. A summary of these reports follows.

ECONOMICS

The economy of Tuolumne County is not good. Unemployment has reached 18-20% in recent months; high school graduates cannot find employment and leave home; there are too many welfare and relief cases; and there are too many people living at or near subsistence levels. All this has the effect of inducing slums and blight, causes social problems, and works against promotion of new industry, new settlement and capital investment. It also depresses the tax base on which the County depends for providing necessary services.

Having said this, however, it is necessary also to recognize some ameliorating factors. Many persons have adjusted to institutionalized seasonal employment, and their life pattern and spending habits are matched to this way of living.

There are also signs of promising new growth, particularly in the second home movement, and there are certainly rich, undeveloped resources in the County. Unfortunately, the established industries tend to inhibit new ones, as well as the leadership necessary to attract them. Also there is a heavy layer of traditional conservatism that frowns upon "hand outs" from State or Federal government, including the funds to generate economic growth that would make the hand-outs unnecessary. It all boils down to this -- Tuolumne County attracts more people than its present development level can employ at full income. (Median Income 1960: Tuolumne County, \$5602; Placer County, \$6069; Marin County, \$8110.) This can only be mitigated in two ways: make the County less attractive or develop its resources at a faster pace. Questionnaires from County citizens indicate the vast majority prefer the latter, although too many are satisfied with the former response.

The initial motivation for population settlement was timber, grazing and then gold. Timber is at or near a sustained yield level, so there is no great expansion possible in that direction. Cattle have become too expensive on land taxed at urban rates, and gold mining petered out during the Second World War. Opinions are divided on whether the price of gold will be raised, but it does not seem a good prospect to bank on. Therefore, the really big expansion opportunity for Tuolumne is its vast, underdeveloped recreation resource. This would include second home construction plus the substantial purchasing power of visitors and summer residents as they affect trade and services. That is why recreation is emphasized throughout this report, and the reason for the inclusion here of a complete Recreation Plan which will qualify the County for pump-priming loans and grants from as many as 100 Federal and State programs providing assistance to local outdoor recreation programs.

Another prospective income producer in the next 20 years might be manufacturing, processing and warehousing. Recommendations to stimulate such developments are included below.

Yet a third source of prospective new money is the commuters who work outside the County but bring most of their incomes back to homes in the County. However, these represent a danger to the County so long as the property tax remains the County's main source of income, because they will demand full public services (including new ones not now available), whereas their places of employment and commerce will be beyond the reach of the County tax collector. Nonetheless they constitute an expansion of the resident labor force which is attractive to industry. They are also a stimulus for the local construction industry. The County should keep a running account of income and expenses in the new Don Pedro development at the west County border, to determine which of these opposing pressures is going to prevail.

The previously published report on economics was based on an industrial survey and questionnaire, and developed some "guesstimates" for future annual sales within the primary segments of the County economy.

Agriculture will probably not change much in the next 20 years. There are a few acres (less than 2,000) of Class I and II soils, but they are still prohibitively expensive to irrigate on a commercial basis. Turkeys and cattle have declined and nothing much appears to promise a replacement for the lost revenues. Today's \$4,964,220 in annual sales might shrink further to \$4,779,640 by 1990. Lumber and wood products will remain fairly constant, with a possible increase of 13 million board feet in the annual cut (over 165 million today) producing perhaps \$22,534,000 in future shipments annually.

Expenditures by Federal and State agencies will continue to be a major factor in the local economy, aggregating nearly \$50 million annually by 1990. This includes both subventions to local government and payments to individuals and local Federal and State agencies.

Recreation estimates vary widely. For purposes of this report, recreation is expected to grow from about \$6 million today to \$17 million by 1990. A much higher level of recreation business activity is well within the realm of possibility, up to around \$40 million. Add to the conservative estimate of \$17 million the annual value of expenditures by second home residents (\$10,224,000) plus the construction of \$2 or \$3 million in second homes and other recreation facilities, and it becomes apparent that this fledgling, unorganized, and widely scattered industry is potentially the largest in Tuolumne County utilizing natural resources.

These projections of future recreation business compare favorably with \$1.5 million in mineral extraction in 1967, and probably \$7 or \$8 million per year in gold production at the height of the gold rush.

Recreation is truly the new (green) gold of Tuolumne, and in the next few decades will probably equal or surpass the total annual sales of all primary industry.

All of the economic activities together are expected to add to \$136,010,000 annually by 1990, and generate employment for 11,775 people. Another 1,500 jobs by commuters would make a total employed population of 13,275. Table I shows the breakdown of jobs by employment category.

This many jobs will produce a total population of nearly 45,000 by 1990. An additional non-voting population of residents in summer and seasonal homes will probably amount to 16,000.

If all recreation resources in the conservative estimate are fully utilized on a hot day in the summer of 1990, there would probably be 50,000 visitors, or more, in the County. Thus, the total number of people at peak load in 1990 on a holiday would number upwards of 110,000. Table III shows population allocated to each planning area, together with the present number of houses, and the vacancy rate in each planning area, and the number of visitors who can be accommodated in public and private campgrounds.

TABLE 1

ESTIMATE OF EMPLOYMENT FOR
TUOLUMNE COUNTY - 1990

	<u>Possible* 1990</u>
AGRICULTURE	75
LUMBER AND WOOD PRODUCT MANUFACTURE	655
CONSTRUCTION	1,050
UTILITIES	490
WHOLESALE TRADE	125
AUTOMOTIVE	460
EATING AND DRINKING PLACES	710
RETAIL TRADE	1,510
HOTELS	220
PERSONAL SERVICE	1,010
BUSINESS SERVICE	350
REPAIR SERVICE	240
LOCAL GOVERNMENT SERVICES	1,120
UNALLOCATED LOCAL EMPLOYMENT	1,470
FEDERAL AND STATE EMPLOYMENT	2,290
TOTAL LOCAL EMPLOYMENT	11,775
COMMUTERS (estimate)	1,500
TOTAL EMPLOYED	13,275
TOTAL POPULATION	40,000-45,000

* Rounded to nearest 5



LAND USE

A complete County-wide field survey, inventory, and tabulation of all major uses of land was conducted by Planning Associates in 1967.

The existing land use map, in color, is on display in the County Planning Office. The accompanying table summarizes the acreage totals for residential, agricultural, and other categories in each planning area. These land uses and their implications and future probabilities are also discussed in each planning area report which follows.

The natural landscape accounts for nearly all of rural Tuolumne County. Man-made development covers only 7,244 acres (plus roads, transmission lines, etc.) out of 1,456,000 acres.

The farmland measured for the land use map accounts for only 2,150 acres. These are not the same acres as the 2,500 listed as best (class 1 & 2) soils by the State Department of Water Resources, although there is some overlap.

After forest (1,114,127 acres) and Yosemite (475,220 acres), the largest category is grassland (246,566 acres).

Most of the industrial land (957 acres) is at Standard or in the Keystone area.

Sonora is the commercial center of the County with 62 acres of both retail and heavy commercial uses out of a total of 174 acres. (Twain Harte has 28 acres and Tuolumne has 25 acres.)

Detailed land use analyses for all parcels have been made for Sonora and Twain Harte. There are already 16,499 acres of water surface in the County, and 934 acres of schools, colleges and other local public lands. Table II is a tabular breakdown of land use categories by planning areas within the County. (See accompanying map for planning area boundaries.)

TABLE II LAND USE IN ACRES BY PLANNING AREA

	VACANT ROCKS OR MARSH	BRUSH, SCATTERED TREES	AGRICUL- TURE & ROW CROPS
SONORA	220	3,094	30
COLUMBIA	520	8,448	20
JAMESTOWN	5,440	25,500	730
TUOLUMNE	1,254	19,556	680
TWAIN HARTE	180	1,730	220
KEYSTONE	15,880	107,780	400
GROVELAND	11,660	52,880	50
STANISLAUS	2,500	630	10
PINECREST	19,820	2,600	10
CHERRY LAKE	2,640	22,580	0
YOSEMITE	9,300	1,768	0
TOTAL LAND USE ACREAGE	69,414	246,566	2,150

1. Includes vacant property, parking and storage.
2. Schools, colleges, etc.

Land Use and Land Cover								
Forest	Water	Permanent & Temporary Residence	Apartments, Hotels & Motels	Light Commercial (1)	Heavy Comm. & Wholesale (1)	Industrial	Public & Semi-Public (2)	Total Acreage
2,430	3	1,482	69	37	25	20	90	7,500
7,675	10	180	2	10	5	50	360	17,280
2,240	290	150	1	15	10	180	4	34,560
8,060	110	570	5	15	10	400	60	30,720
5,377	15	1,905	35	25	3	45	65	9,600
310	5,373	135	1	1	0	220	300	130,400
23,120	130	140	1	5	4	40	10	88,040
198,365	710	15	0	0	0	0	10	202,240
230,150	413	400	18	7	0	2	20	253,440
177,510	4,260	0	0	0	0	0	10	207,000
458,890	5,185	70	0	2	0	0	5	475,220
1,114,127	16,499	5,047	132	117	57	957	934	1,456,000 2,299 SQ. MI.

TABLE III RESIDENTIAL CHARACTERISTICS BY PLANNING AREA

	1965 POPULATION	1990 POPULATION	HOUSING UNITS(1) /VACANCY RATE	RECREATION RESIDENCE(2)	NO. OF CAMPSITES/ POPULATION(4)
SONORA	5,467	11,000	2,061 7.6%	53	N.A.
COLUMBIA	961	2,400	420 15%	38	N.A.
JAMESTOWN	2,331	4,200	876 10.6%	12	N.A.
TUOLUMNE	4,522	7,100	1,666 14.1%	67	N.A.
TWAIN HARTE	1,445	3,600	954 50.6%	438	N.A.
KEYSTONE	1,365	3,000	362 15.7%	36	9 1,100
GROVELAND	594	1,950	267 17.9%	35	N.A.
STANISLAUS	590	850	297 52.6%	143	14 265
PINECREST	1,192	4,800	2,284 80.7%	1,759	44 4,260
CHERRY LAKE	192	350	31 6.5%	1	9 500
YOSEMITE	146	750	136 52.9%	67	28 1,475(6)
TOTAL FOR COUNTY	18,805	40,000	9,334 34.3%	2,949(3)	95 7,600(5)

1. Including mobile homes, 1960

2. Less trailers & the "permanent" Vacancy Rate

3. Approximately 1,400 recreation residences are in National Forest

4. Estimate only

5. Forest Service count--approximately 53/4710 (does not include camping on raw ground)

6. Does not include Yosemite National Park

TRAFFIC ANALYSIS

The importance of a good traffic circulation system to facilitate the accessibility of the main destinations and resources of the County is obvious. Generally speaking, the existing roads and highways in Tuolumne are more than adequate for the present traffic volume and can be expected to accommodate the increases in traffic anticipated in 1990.

Highway 120 from Yosemite Junction to Yosemite National Park has a capacity of 850 cars per lane per hour. Present volumes of traffic at peak hours are: 280 at Yosemite Junction, 440 at Chinese Camp, 160 at Jacksonville, 200 at Big Oak Flat and at Groveland, and 110 at the West Boundary of Yosemite National Park. Highway 108 also has a capacity of 850 cars per lane per hour from the County line to where it enters the Sonora area. The capacity of Stockton Street in Sonora is about 400 cars per hour, and the capacity of Washington Street is about 280 cars per hour. From the point where Highway 108 turns east at the south edge of Sonora and out to the existing junk-yard at Sullivan's Creek, its capacity increases from 280 to 400 cars per hour and up to 850 at the intersection of the Tuolumne City Road. The new improved portion of 108 from Mono Vista past Twain Harte has a capacity of over 1,000 cars per hour, and from that point over Sonora Pass a capacity of 850 cars per lane.

The present peak hour flows on Highway 108 are 980 cars near Keystone, 590 above Yosemite Junction, 920 at Jamestown, 1500 in Stockton Street, 1500 in the southern part of Washington Street, 880 above Tuolumne City Road, 930 at Standard, 530 at Twain Harte, 250 at Longbarn, 190 above Pinecrest and 60 at Sonora Pass, indicating the points of congestion at the west end of the County and in downtown Sonora.

The capacity of Highway 49 is 850 cars per lane from the Stanislaus River to the Columbia turnoff and down to 400 where it enters

Sonora, and down to 280 in downtown Washington Street. The peak hour loads at these points are 170 at the Stanislaus River, 250 near Columbia, 620 at the north end of Sonora, and 1350 at Stockton and Washington.

It is evident from these figures that the most critical area of congestion at the present time is in and around Sonora. Proposals to ease this situation in the immediate future and eventually solve the problems are outlined in the General Plan report for Sonora. The solutions take the form of bypasses and one-way street couplets.

The other area of potential congestion is where highways 108 and 120 coincide from the Stanislaus County line to Yosemite Junction. In this area, where traffic bound for Yosemite National Park and traffic bound for Sonora and the Sonora Pass region are using the same facility, major improvements will be required before 1990. This will have a major economic impact on the County.

The County road system generally is expected to accommodate the demands during the planning period, assuming general improvement of alignments and construction are continued. The County General Plan Map designates which of these roads should be upgraded to meet arterial standards and assure the free circulation of the increasing population and the many thousands of visitors expected by 1990.

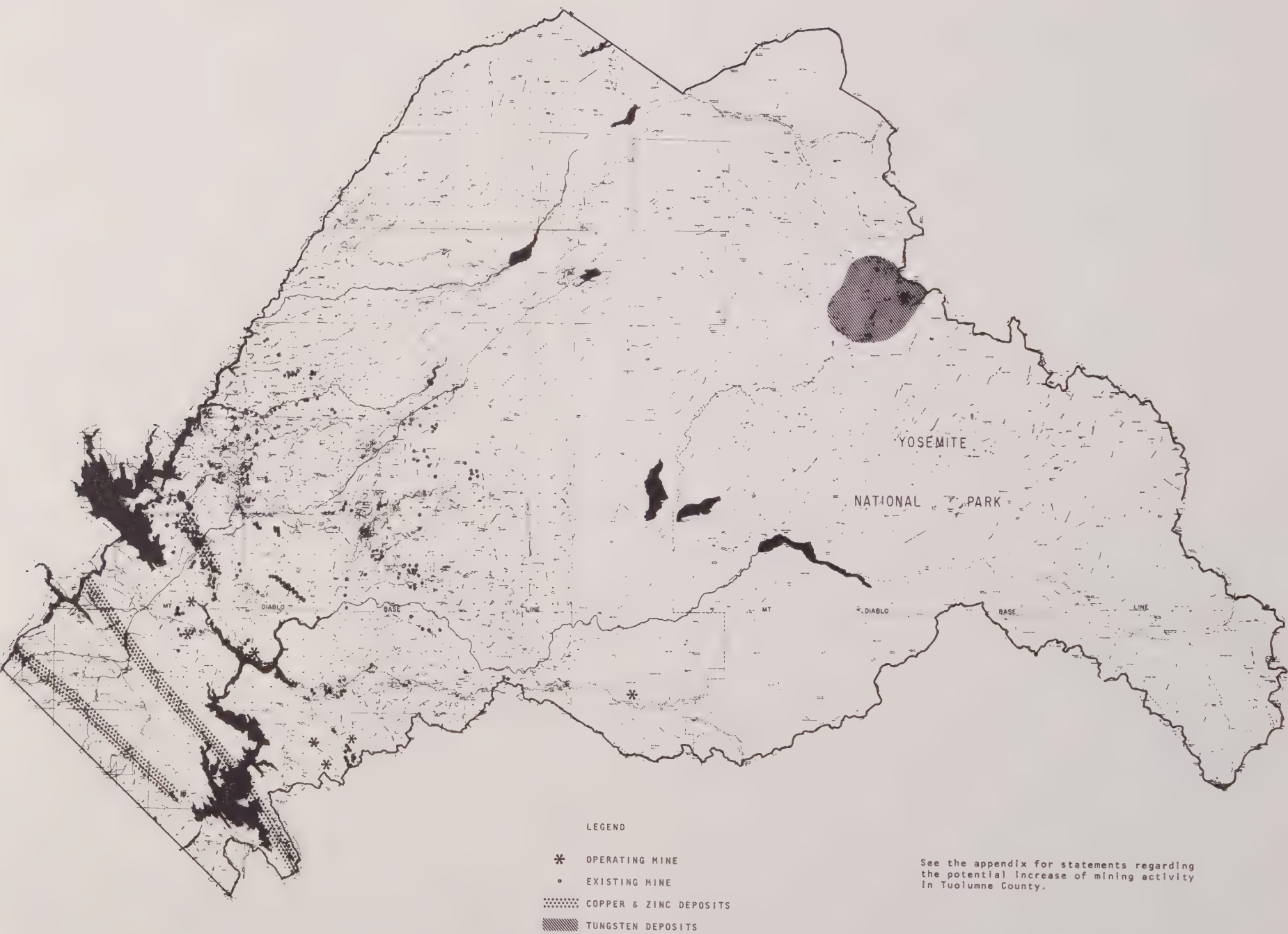
The other important recommendation of the Plan, with regard to circulation, is the addition and improvement of routes needed primarily to gain access to Tuolumne County's great recreation resources. Paramount among these are the Cottonwood Road, linking Tuolumne City with Cherry Lake, and the Soap Creek Road, linking Pinecrest, Beardsley Lake and Big Trees State Park.

The other road proposal of great significance is the scenic road or parkway from Tahoe to Yosemite which includes a Tuolumne segment from Clark Fork to Tamarack on Highway 4. Whether these roads can be used for all high-

way purposes without excessively diminishing their scenic amenities can be worked out at detailed design stages between the public agencies involved. (See the General Plan Map attached.)



Mining in Tuolumne County



See the appendix for statements regarding the potential increase of mining activity in Tuolumne County.

Questionnaire

A questionnaire was circulated in the County to gather a consensus of public opinion regarding the County's policies for guiding development. The text of that questionnaire and the tabulated results of 105 responses are reproduced below.

These results formed the foundation of a preliminary Development Policy Statement which was the subject of many animated discussions at Commission meetings and public hearings. They were the basis for the revised Development Policy Statement which is a part of The General Plan.

The text of the questionnaire follows:

1. The thing I like best about Tuolumne County at the present time is: (check one or several)

Good climate	88
Job opportunities	2
Short commute	20
Small town atmosphere	68
Good local government	11
Low taxes	11
More space than people	58
Lots of scenery	72
Water sports	21
Hunting & Fishing	44
Nice people	55
Good soil	8
My family lives here	22
Best all-year living	53
Good roads	10
I don't like the County	1
Other	10

2. As to the number of people who will be living in the County by the year 1990, (there are now about 20,000), I hope we have:

As many as we can get	8
About 50,000	13
Just an average growth rate (about 30-40,000)	58
No opinion	6
No more than we have now	17
About 100,000	1
A decrease in population	1
Other	1

3. As to the County's natural resources, I think the most important in the future will be: (check one or more)

Agricultural soils	11	Wild life	39
Good timber land	57	Water	57
Recreation & scenery	91	Minerals	25
Ski slopes	49	Others	8

4. The developments that would best improve my business or occupation, or are the most needed now, would be:

Hospitals	6	Airport	13
Roads	46	Library	12
Industrial parks	30	Resorts	16
Sewers	34	Museum	11
Water system	37	Billboards	2
Golf course	10	Apartments	10
Motels	3	Trailers	3
Farms	5	Other	14
Swimming pools	7	College	39
Subdivisions	11	Dams	18
Overhead wires	0	Parks	24
Recreation facilities	47		

5. A reasonably good size for a homesite outside of town would be:

20 acres	4	10 acres	7
5 acres	13	1 acre	40
1/2 acre	23	2 acres	8
1/3 acre	11	Other	7
3 acres	10		

6. New population settlement should be:

Grouped into new towns	18
Spread over the countryside	28
Added to existing towns	42
Settled on farms	1
Allowed everywhere	11
Don't know	11
Other	6

7. The best way to keep the County looking good for ourselves and for tourists is to: (check one or more)

Build more reservoirs	18
Landscape along roads	28
Remove billboards	55
Irrigate grassland	14
Remove eyesores	88
Replant cut-over timber	52
Burn off the brush	29
Restore Gold Rush buildings	43
Clean up junk	81
Build more scenic roads	20
Grade over and plant out excavations	25
Plant flowers	17
Provide off-street parking	28
Hide trailers	21
Review architecture	18
Don't know	0
Other	9

8. The duty of the Planning Commission is to:

Zone farm land to reduce taxes	13
Raise development standards and quality	42
Advise the Board of Supervisors	36
Review subdivision maps for location	38
Don't know	6
Prepare a County General Plan	56
Issue trailer permits	14
Review subdivision maps for design & improvements	34
All of these	24
None of these	1
Other	9

9. Billboards along the highways should be:

Encouraged	0	Prohibited	24
Subsidized	0	Reduced in size	9
Unrestricted	4	Don't know	6
Other	6	Confined to commercial areas	37
Restricted	53		

10. Trailers should be: (check one or more)

Allowed anywhere	7
Restricted to trailer parks or camp-grounds	49
Prohibited along scenic highways	31
Allowed for one year while building a house	29
Prohibited everywhere	2
Allowed only where specifically zoned for after public hearings	46
Allowed inside townsites only	0
Allowed outside townsites only	12
Don't know	3
Other	9

11. The County's prime farm land and commercial timber areas should be:

Subdivided	1
Zoned exclusively for agriculture & assessed at low value	58
Used for nonagricultural purposes	0
Sold to the Federal Government	0
Unrestricted in any way	17
Don't know	7
Other	17

12. The great wealth of historical Gold Rush buildings and sites should be : (check one or more)

Allowed to rot away or be replaced by modern development	2
Protected as long as possible, but restored only through the initiative of the present owners	26
Restored with public assistance	29
Restored and maintained perpetually by the owners	19
Bought and held as a public trust, & rented at market value after restoration	39

13. As to the unemployment (now about 12% of the work force) the County government should: (check one or more)

Take no action	4
Form a non-profit development corp.	12
Subsidize private business to hire more people	6
Develop an industrial park	30
Get more money from the Federal Government to hire people for public works projects	10
Leave it up to private enterprise	24
Raise taxes & hire people for public work	0
Start a factory	10
Hire people to burn brush & plant trees	21
Reduce the welfare rolls & let children starve	5
Train & employ people who volunteer	17
Train adult welfare recipients for gainful employment	60
Build resorts and new towns	5
Don't know	4
Other	20

14. The Sonora Freeway By-Pass, proposed by the State Division of Highways, should be:

Routed near the County Hospital	15
Routed near the Lime kiln	62
Put off until other County highway needs are met	10
Abandoned in favor of less expensive alternatives	6
Don't know	8
Other	5

Future Needs & Major Issues

Tuolumne County is just now emerging from rural ways of life. This is the first comprehensive General Plan ever attempted since the founding of the County during the Gold Rush. It has taken a hundred years to resettle the 20,000 who were living in the County at that time, but in the next 20 years another 25,000 will have to be accommodated. This rapid contemporary growth is based largely upon recreation and the second home movement, and it is bringing unfamiliar urban problems to Tuolumne. It is causing competition for land use, in many instances for the first time in history, and bringing with it an awareness that some sort of system for reconciling these conflicts and preserving the traditional natural values, must be constructed. The Planning Commission has met infrequently during the preceding 25 years of its existence, but now must meet as often as 4 or 5 times each month, often with a crowded agenda. This is symptomatic of the recent spurt of subdivision, heavy construction, building permits, traffic congestion, and the general encroachment of metropolitan California upon this once peaceful and bucolic landscape. Before, it was unnecessary for local government to take much interest in what happened on an individual's property. Now the County has found it necessary to enforce building regulations, zoning regulations, subdivision regulations, and sign ordinances. The first traffic light was installed at Sonora this year, accompanied by sighs of nostalgia and an uneasy feeling that something unpleasant was happening.

All of the County's people (permanent residents) lived on 6,000 residential parcels in 1960. Now there are 15,000 subdivision lots and another 10,000 parcels at least. New lots are being created at the rate of several thousand per year, and a real danger exists that soon the entire private land area of the County (350,000 acres), will be subdivided, even though the resident population of 1990 will need only 7,000 acres of residential land, or about 15,000 lots total. While the other scores of thousands of lots constitute a new real estate speculation business and

higher assessment valuation, they will not have houses on them even 20 years from now, and they push up the surrounding land values to the point where it becomes uneconomical to raise cattle, or to grow crops, or just to keep a ranch or estate for the sake of peace and privacy. If the wave of speculation spills over into the high elevation private forest (100,000 acres), it could spoil timber production too. While the timber industry is partially protected by old laws allowing deferment of property taxes while timber is growing, once the land becomes stumpage and gets subdivided, its assessed value will climb from the present typical \$4-8 per acre up to \$250-500, and it will no longer be feasible to grow timber again, thus threatening the future of the sustained yield system. Meanwhile, the increasing urbanization of the County brings increasing demand for more municipal services, such as waterlines, police and education. There is also the increasing danger from fire which is forcing the establishment of complex and expensive suppression and fire-fighting systems, including bomber aircraft and permanent bureaucracies.

To visualize a future paradise of exquisite little villages in park-like surroundings is comparatively easy, but to create the institutions required to get to such a state of Nirvana, starting with today's anarchy and galloping forces of destruction, is no simple task. Some might ask, "Why not freeze things where they are until we figure this out, and then go forward again?", but "progress" is thought to be relentless, and its consequences inescapable. And many would prefer them to the rigid restrictions which appear to be the only alternative.

The answer probably lies somewhere in the area of a democratic evolution. When things get bad enough, reforms will be demanded. The extent to which this General Plan can anticipate some reforms and prevent unnecessary loss of values, is precisely the measure of its worth.

The perfect system of environmental management, which is probably impossible to achieve, would be one in which everybody would do exactly as he pleases, and the County winds up a prosperous and beautiful Garden of Eden. This is a system in which the increment of land value generated by public improvements and population pressure would be harvested by a capital gains tax and ploughed back into more public improvements. Each parcel would have its own ultimate design plan, harmoniously related to other parcels. Each family would have its own park, mansion, and estate, (there are actually 208 acres of land in the County per family). Machines would do most of the work, and they would be hidden from view in distant groves of trees near Parkway intersections, a la Frank Lloyd Wright's "Broadacre City." The "work" week (including arts, crafts, music and such) would be about 20 hours long, and so thousands of Californians would be happy guests and visitors of the resident "gentlemen ranchers."

If this seems too utopian a view, there are some steps in the direction of the County's ultimate fulfillment which appear to be closer to public acceptance. This General Plan could be adopted as the official guide to County development, and the burden of proof could be shifted over to anyone wishing to make a change in the landscape. He could be asked to demonstrate that his proposal will advance the public interest, protect the important values, and contribute materially to the general welfare. If he proposes to remove 50,000 acres from rangeland, for instance, he should show how the alternative development will produce a net gain in living standards and replace the revenue of some \$100,000 per year which the County presently receives from such land. He should also show how the population might be better housed, with shorter commuting to work, with more community facilities and services, greater fire protection, a more economical educational system, and enjoying more pleasant vistas and surroundings than the lost rangeland afforded. He should de-

monstrate how the new economy is to replace the \$500,000 a year in lost cattle production, how the environment would be better and more beautiful and comfortable than the grass range, and how the cost of living will be propelled downward and not upward. He should show how he will finance the undergrounding of wires and the landscaping over of construction cuts and fills. He should demonstrate how he is creating a real community that will serve the needs and comfort the lives of the people for a hundred years, because that is how long the County will have to live with his street system, and the location of community services, and the view from the road. Does it take full advantage of the site? Sun light? Wind? Topography? Does it use the roll of the hills or fight them? Does it cover over scarce farmland or prevent commercial-grade mineral extraction? Does it impede timber production? Is it really the best place and the best design for people to live in? Will the children have to fight traffic getting to school? Will people be proud of it when it's built? Are there jobs nearby for them? Are there dangerous traffic intersections?

If the answers to too many of these questions are in the negative, perhaps it would be better to wait awhile. Another developer might come along with a different plan and different motivation. Or the County could do the job itself, in the right place in the right way, with New Community legislation recently signed into law, and sell the lots at cost to private builders. Things are changing, and ways of dealing with them are changing. Forty thousand people scattered all over means ten times more problems for local government, than ten thousand people living on farms, independent ranches, and in nineteenth century settlements. If the decision is to slow down the growth, it will take much more planning and regulation than now exist. If the decision is to let it grow without destroying values, it will take much more planning and regulation than now exist.

If the decision is to ignore it, then it will get a lot worse before it gets better, and by then it could be too late.

The largest landowner is the people of the United States. If the people's agent, the Forest Service, suppresses the development of the County's prime resource of recreation, then the other people's agents responsible for designating the County for economic assistance to stimulate employment will have to cause a re-examination of Federal policies. The State also has a responsibility to the land and people of Tuolumne as it builds much of the man-made environment. Will these powerful influences be properly coordinated with local planning? The institutions to achieve this have not yet been created.

Meanwhile, the preparation and adoption of a General Plan, and the acceptance by County people of some individual responsibility and discipline for their part of the total environment will at least serve notice on the "outside" world that Tuolumne is moving toward the active cultivation of its amenities and away from its own devastation. That in itself would be a minor revolution and a major reform. In the words of a contemporary statesman:

We travel together, passengers on a little space ship, dependent on its vulnerable resources of air and soil; all committed for our safety to its security and peace; preserved from annihilation only by the care, the work and, I will say, the love we give our fragile craft.

Among the other things which will have to be provided for the 1990 population are: 22 elementary schools, triple or quadruple the present number of hospital beds, at least 1,000 acres of local parks and playgrounds, possibly another high school, at least one new airport, about 30 acres of retail shopping space, industrial parks, hundreds of miles of new streets for Coun-

ty maintenance, clubs, offices, institutions, summer theatre, dozens of motels, whole new villages, several sewer treatment plants and trunk lines, a new County Administrative Center, and a professional staff to design and manage the whole complex.

Among the new institutions that may be commonplace by 1990 will be architectural control in each town, payment of several hundred dollars in development rights for each new lot created, planning boards in each community, a regional development coordination agency exercising architectural, zoning and veto power over State and Federal works, a capital gains tax on land speculation, prescriptive burning of underbrush during wet seasons, a sports car rally race course or other annual festive event, a non-profit corporation investing social capital in resort villages, ski lifts, industrial parks and other beneficial developments (and paying shareholders 7 or 8% on their investment), or a redevelopment and historical restoration agency that will be putting all the older towns into a Columbia-like community park status, guided package tours out of luxury hotels on High Country lakes, a development code that will require all proposed development to be certified in accordance with a precise design plan for each community prior to issuance of any building permit, and a youth and job corps that will be tidying up all the forests, ranges, parks, scenic areas and roadsides while learning conservation, recreation, management, and other needed skills to operate the new Tuolumne County.

The Development Policy Statement

The Development Policy Statement, which follows, taken with the General Plan Map, constitutes the General Plan of Tuolumne County.

It states in words those pertinent concerns which cannot be clearly depicted on the Map. The references in the Policy Statement to various land uses, are matched by the land use categories shown on the General Plan Map.

1. IT WILL BE THE POLICY OF THE COUNTY TO DEVELOP HIGH STANDARD MODERN TOWNS AND PROTECTED SURROUNDINGS, WHILE CONSERVING AND PROPERLY UTILIZING ITS WEALTH OF SCENIC, HISTORIC, HUMAN AND NATURAL RESOURCES.
 2. EVERY EFFORT WILL BE MADE TO GUIDE AND REGULATE THE DEVELOPMENT OF THE COUNTY SO AS TO CREATE NEW EMPLOYMENT, BY KEEPING THE COUNTY ATTRACTIVE TO INDUSTRY, INSTITUTIONS, TOURISM, AND NEW RESIDENTIAL SETTLEMENT.
 3. THE COUNTY WILL INITIATE RECREATION DEVELOPMENT PROGRAMS SO AS TO FACILITATE A STEADY RATE OF DEVELOPMENT OF THAT MAJOR RESOURCE.
 4. THE COUNTY WILL FACILITATE THE DEVELOPMENT OF INDUSTRIAL LANDS, INCLUDING BUT NOT LIMITED TO WHOLESALING, WAREHOUSING AND WINTER EMPLOYMENT, AND IT WILL ENCOURAGE MULTIPLE USE OF ITS FOREST LANDS TO MAINTAIN A HEALTHY, STABLE, AND PERMANENT FOREST PRODUCTS INDUSTRY WHILE UTILIZING THE OUTSTANDING RECREATION VALUES OF THE FOREST.
 5. AGRICULTURAL, MINERAL, SCENIC, RECREATION, RESERVOIR, STEEP, MARSHY OR MARGINAL LANDS AND COMMERCIAL GRADE TIMBER AREAS WILL BE SET ASIDE AND RESERVED AGAINST URBAN DEVELOPMENT.
 6. EVERY EFFORT WILL BE MADE TO COOPERATE WITH THE NATIONAL FOREST AND STATE PARKS TO PRECIPITATE THE EARLY AND FULL DEVELOPMENT OF OUR RECREATION ATTRACTIONS, WHILE MAINTAINING TIMBER PRODUCTION.
 7. EACH COMMUNITY WITHIN THE COUNTY WILL BE ENCOURAGED AND ASSISTED IN THE PLANNING AND PROGRAMMING OF HIGH QUALITY URBAN ENVIRONMENTS WITH A COMPLETE ARRAY OF COMMUNITY FACILITIES AND SERVICES AND CAREFULLY PROTECTED NATURAL SURROUNDINGS.
 8. NEW POPULATION SETTLEMENT WILL BE ADDED TO EXISTING TOWNS AND VILLAGES, SPREAD OUT OVER RURAL AREAS ON LARGE PARCELS, OR HOUSED IN SELF-CONTAINED NEW COMMUNITIES. SCATTERED SUBDIVISIONS WITHOUT SERVICES OR IMPROVEMENTS WILL BE DISCOURAGED OR PROHIBITED.
 9. ALL HISTORIC BUILDINGS WILL BE ZONED FOR DESIGN REVIEW PRIOR TO RAZING, REMODELING, OR EXPANDING.
 10. IN FUTURE ZONING AND SUBDIVISION PROCEDURES, A DENSITY* BONUS, ABOVE AGRICULTURAL DENSITIES, WILL BE ALLOWED FOR GOOD DESIGN OF DEVELOPMENT, AND FOR THE AMOUNT AND QUALITY OF IMPROVEMENTS TO BE INSTALLED BY THE DEVELOPER. DENSITIES TO BE GRANTED WILL GENERALLY BE MATCHED WITH THE LEVEL OF IMPROVEMENTS AS FOLLOWS:
 - SCENIC EASEMENT - MINIMUM LOT 10 ACRES
 - DEVELOPABLE BUT NO IMPROVEMENTS - MINIMUM LOT 5 ACRES
 - PAVED ROADS - MINIMUM LOT 2 ACRES
 - PLUS APPROVED WATER SYSTEM - MINIMUM LOT 1 ACRE
 - PLUS APPROVED SEWERAGE SYSTEM - MINIMUM LOT 15,000 SQUARE FEET
 - PLUS SCHOOL SITES, STORES, PARKS, ETC. - MINIMUM LOT 10,000 SQUARE FEET
 - PLUS EMPLOYMENT FACILITIES AND TOP QUALITY DESIGN IN SELF-CONTAINED COMMUNITIES - NO DENSITY LIMIT EXCEPT ECONOMIC MARKETABILITY
- IN DETERMINING WHAT DENSITY IS APPROPRIATE TO ANY GIVEN AREA, OTHER DESIRABLE FEATURES WOULD INCLUDE:
- UNDERGROUND UTILITIES
 - HIKING TRAIL EASEMENTS
 - DEDICATION OF SITES FOR PUBLIC IMPROVEMENTS
 - CONSOLIDATED TV CABLES
 - LANDSCAPING
 - ARCHITECTURAL DESIGN AND SITE PLANNING

11. BILLBOARDS ALONG THE HIGHWAYS WILL BE ELIMINATED AND PREVENTED EXCEPT IN COMMERCIAL OR INDUSTRIAL AREAS.
12. EXCEPT FOR RECREATIONAL USE OR FOR SHORT PERIODS DURING HOME CONSTRUCTION, ALL TRAILERS WILL HEREAFTER BE RESTRICTED TO PROPERLY DEVELOPED TRAILER PARKS OR TO RESIDENTIAL AREAS SPECIFICALLY ZONED FOR SUCH PURPOSE AND ONLY IN AREAS NOT VISIBLE FROM SCENIC HIGHWAYS.
13. IN FUTURE SUBDIVISIONS, UTILITY WIRES WILL GENERALLY BE PLACED UNDERGROUND, AND NO NEW TRANSMISSION OR MAJOR OVERHEAD UTILITY CORRIDORS WILL BE ESTABLISHED WITHOUT PUBLIC HEARING AND APPROVAL BY THE PLANNING COMMISSION.
14. THE COUNTY WILL MAKE FULL USE OF STATE AND FEDERAL ASSISTANCE AVAILABLE FOR ANY OF THE FOREGOING POLICY PROGRAMS, AND FURTHER, A SUBSISTENCE SCHOOL WILL BE ESTABLISHED BY THE COUNTY TO TRAIN PEOPLE OTHERWISE UNEMPLOYED, IN GROWING FOODSTUFFS, MINING, MANUFACTURING AND REHABILITATING CLOTHING, MAINTAINING RECREATION PROJECTS OR ANY OTHER SOCIALLY USEFUL ACTIVITY.
15. THE COUNTY WILL WORK COOPERATIVELY WITH SCHOOL DISTRICTS IN ORDER TO ESTABLISH SCHOOL SITES IN ADVANCE OF NEED AND HIGH LAND PRICES.
16. THE PRINCIPAL ROAD IMPROVEMENTS TO BE SOUGHT IN THE NEXT 20 YEARS, AFTER BASIC HIGHWAY TRANSPORTATION NETWORK IMPROVEMENTS, ARE: YEAR-ROUND HIGHWAY OVER SONORA PASS (PROVIDING THE ONLY TRANS-SIERRA WINTER ROAD BETWEEN TAHOE AND THE TEHACHAPIS), THE TUOLUMNE SEGMENT OF THE TAHOE TO YOSEMITE PARKWAY, AN APPROACH TO THE SOUTH GROVE OF CALAVERAS BIG TREES, IMPROVED ACCESS TO YOSEMITE AND HETCH HETCHY AND FROM TUOLUMNE CITY TO CHERRY LAKE.
17. WATER RIGHTS TO AT LEAST 75,000 ACRE FEET ANNUALLY WILL BE DEVELOPED OR SECURED.
18. THE AREAS DESIGNATED ON THE GENERAL PLAN MAP AS "AREA OF OUTSTANDING SCENIC, RECREATION OR CONSERVATION SIGNIFICANCE" SHOULD BE PROTECTED AGAINST ANY USE OR DEVELOPMENT THAT WOULD CAUSE SCARRING, DAMAGING, WATERSHED CONTAMINATION, OR DESTRUCTION OF SCENIC OR RECREATION VALUES. THE COUNTY WILL SEEK THE FULL DEVELOPMENT OF RECREATION VALUES, INCLUDING RESORT VILLAGES BUT NOT INCLUDING SUBDIVISIONS WITHOUT COMPLETE COMMUNITY FACILITIES AND SERVICES.
19. "MULTI-USE AREA" GENERALLY APPLIES TO FOREST LANDS WHERE MINERAL EXTRACTION, GRAZING, RECREATION, WATER DEVELOPMENT, FORESTRY AND OTHER COMPATIBLE USES WILL BE PERMITTED TO THE EXCLUSION OF URBAN DEVELOPMENTS. GENERALLY 20 TO 40 ACRE PARCELS OR LARGER.
20. "RANGELAND AND POTENTIAL FARMING" IS INTENDED TO PRESERVE LIVESTOCK PRODUCTION AS LONG AS POSSIBLE, WHILE RESERVING THOSE FEW AREAS OF GOOD SOIL WHICH HAVE A FUTURE POTENTIAL IF IRRIGATED. NO URBAN DEVELOPMENT, BUT MINERAL EXTRACTION, RECREATION, AND OTHER COMPATIBLE USES WOULD BE ALLOWED. GENERALLY 20 TO 40 ACRE PARCELS OR LARGER.
21. "GENERAL AGRICULTURE, VACANT AND BRUSH." ALL OPEN SPACE AND AGRICULTURAL USES PERMITTED EXCEPT SCATTERED SUBDIVISIONS WITHOUT SERVICES. RESIDENTIAL DEVELOPMENT IN THE FORM OF SELF-CONTAINED NEW TOWNS, PROVIDING ALL NECESSARY SPACE AND SERVICE FOR THEIR OWN POPULATIONS. GENERALLY 10 TO 20 ACRE PARCELS OR LARGER, EXCEPT IN SELF-CONTAINED COMMUNITIES DEFINED AS THOSE HAVING ALL NECESSARY FACILITIES AND SERVICES FOR COMFORTABLE FAMILY LIVING, INCLUDING WATER, SANITATION, ADEQUATE ROAD ACCESS, AND AN ELEMENTARY SCHOOL (EXCEPT FOR RESORTS) WITHIN 2 MILES OF EACH HOME; A CONVENIENCE SHOPPING CENTER OR GENERAL STORE OF NOT LESS THAN 10,000 SQUARE FEET OF FLOOR OR ONE ACRE OF LAND FOR EACH 1,000 PEOPLE AT A DISTANCE OF NOT MORE THAN 2 MILES FROM EACH HOME;

AND EMPLOYMENT OPPORTUNITIES FOR AT LEAST
25% OF THE WORKING POPULATION WITHIN 15
MILES.

22. "RURAL RESIDENTIAL AREAS". OUTLYING SUBURBS OF ESTABLISHED TOWNS AND VILLAGES LACKING IN URBAN SERVICES AND CHARACTERIZED BY FULL-TIME OR PART-TIME AGRICULTURAL PURSUITS, LARGE PARCELS, A HIGH PERCENTAGE OF VACANT LOTS AND WIDELY SEPARATED HOUSES. GENERALLY ONE TO FIVE ACRE PARCELS OR LARGER.
23. "RESIDENTIAL AREAS." HAVING URBAN SERVICES, CLOSE-IN TO ESTABLISHED TOWNS, OR PORTIONS OF SELF-CONTAINED TOWNS. PROTECTED FROM INCOMPATIBLE LAND USES TO PRESERVE HIGH-STANDARD LIVING ENVIRONMENT. MINIMUM LOT SIZE 9,000 to 40,000 SQUARE FEET, DEPENDING UPON LEVEL OF UTILITIES DEVELOPED, TOPOGRAPHY, SLOPE ACCESS, SOIL PERMEABILITY, WATER SUPPLY, ADJACENT LAND USES AND OTHER FACTORS.
24. AFTER ITS ADOPTION BY THE COUNTY, THE GENERAL PLAN WILL BE ANNUALLY REVIEWED FOR CURRENCY AND UP-DATED AND REPUBLISHED NOT LESS THAN EVERY THREE YEARS.

* DENSITY MEANS THE NUMBER OF FAMILY DWELLINGS OR PEOPLE PER UNIT OF LAND, SUCH AS 1 FAMILY PER ACRE, OR 1,000 PEOPLE PER SQUARE MILE, ETC.

Description of the General Plan

The map of the General Plan depicts in colored areas and symbols the size and location of the various elements of the environment as they are expected to be in the year 1990. In part, this picture shows the existing settlements, road systems and scenic resources, but most of these are shown with the expanded areas and the improvements needed to accommodate the anticipated increase of the local population and influx of visitors.

Urban residential areas (about 6,500 acres), shown in bright yellow, are concentrated around existing communities in keeping with the County's policy that compact communities can be more efficiently served with shorter utility lines and make better use of existing streets and other public facilities at less expense to the taxpayer. The areas of expansion shown are selected as the most desirable on the basis of level land, ease of access with existing arterials, sun exposure, the ability to service with water and sewer systems, and other factors such as preservation of prime farm land or protection of outstanding scenery.

In anticipation of the need for other than urban living, rural residential areas, reflecting many existing large lot subdivisions, are shown in light yellow. These settlements are expected to be much less densely populated and will provide for those people who want to live on small holdings and estates.

People are also expected to live on large farms and remote places in the areas designated Rangeland; General Agriculture, and Scenic Areas, but on much larger parcels of land.

In conjunction with the urbanized areas shown on the map, appropriate amounts of commercial area are shown in red. These areas are so located as to be most accessible to the greatest number of people. The major County-wide commercial service center, emphasizing general merchandise, apparel, and furnishings, continues to occupy central Sonora.

The location of the existing high schools and the junior college, presently under construction, are designated by symbols. A new high school may be needed in the Sonora area or around Soulsbyville by 1990. Not shown is a possible educational park in the Soulsbyville area.

The industrial sites, shown in purple on the map, include the existing mills, lime kilns, quarries, and other mining operations. In addition, a few sites in the Jamestown-Keystone area, having both rail and highway access and possible to serve with water and sewer, have been reserved for new industry.

In addition to these urban uses, Rangeland, General Agriculture, Scenic areas and Multiple Use Forest areas are shown on the map. These open space categories include over nine-tenths of the land in the County. The Rangeland category, predominantly in the southwestern part of the County, includes most of the land now used for grazing and dry farming. This is an area of limited water resources and is not suitable for more intensive uses.

The General Agriculture area, shown in white, is generally an area where land parcels are too small for extensive farming but may be used for orchards, irrigated farming where water is available, or large country estates. It is land which will not be needed for urban settlement or subdivision before 1990, but is available for well designed, self-contained villages at the expense of the density in the preferred residential areas (assuming a constant population growth).

The Multiple Use Forest area, shown in dark green, includes most of the land now under the control of the National Forest Service. The anticipated uses include wise utilization of timber, water development and conservation, mining, grazing, and recreation.

The Area of Scenic and Conservation Significance includes the Emmigrant Basin Primi-

tive Area, that portion of Yosemite National Park which is in the County, and several areas bordering scenic highways and roads, reservoirs both existing and proposed, areas in the Stanislaus National Forest designated as recreation areas (notably the Pinecrest and Donnell Reservoir area) and portions of Bald Mountain and Table Mountain needed as a scenic, open space backdrop for the nearby centers of urbanization, and various river gorges and lakeshores.

In keeping with the County's policy to develop water resources, proposed new reservoirs and expansion of existing reservoirs are shown on the map.

Overlaying this array of land uses and public facilities an improved highway and road system is shown sufficient to meet the needs of 45,000 residents and their visitors and summer residents by 1990. This system includes proposed expressways, existing arterials, some County roads such as the Cedar Ridge route improved to arterial standards, and short cuts needed to bypass areas of traffic congestion in Sonora and Twain Harte. Some of these routes are designated as Scenic Highways or Scenic Roads to assure the continued attractiveness of Tuolumne County to the growing tourist market.

The Planning Areas



SONORA	7,500 acres
	1965 population 5,467
	1990 population 11,000

The Sonora planning area is identical with the area contained in the Sonora Area General Plan. Because of the regional significance of the Sonora area in the future growth of the County, this section is included with the other ten planning areas of Tuolumne County to guide the reader to the previous report and to highlight some of the significant proposals.

Sonora is one of the largest cities in the Mother Lode and is currently experiencing dynamic growth of regional importance. Downtown Sonora has established itself, and will continue to retain its distinction, as the regional shopping center for the entire County. With an historic restoration program, and by incorporating shopping paths threading their way among the century-old buildings, the central area will achieve a unique shopping atmosphere. The congestion of traffic in the central area can be relieved by a system of one-way couplets, giving convenient access to the perimeter parking areas located only a few steps from the retail services.

The greater Sonora planning area will have to have a variety of major arterials to serve the needs of its citizens. The new Route 108 freeway will relieve the central area from east-west through traffic and give the County's residents and visitors immediate access to its central area. Additional new routes to the east and west of the city, as shown in the Sonora Area General Plan, will provide smooth circulation in the region. The traffic capacity for the rural roads in the County is satisfactory; however, most of the major roads will need widening and resurfacing for greater durability and safety.

Residential growth can be expected to double by 1990 to a population of over 11,000, requiring an additional 1,000 acres to ab-

sorb the growth. The high school will either have to be expanded to around 40 acres, or moved to a larger site. Two or three additional elementary schools will be needed. As the County seat, financial center, and home of the County Fair, Sonora will continue to be a major focal point and a fine community in which to live.

The Development Policy Statement, adopted June 24, 1968 as a part of the Sonora Area General Plan, follows.

The objectives of the General Plan are to guide the growth of Sonora and its surrounding territory toward an orderly, efficient and attractive balance of land uses, population densities, and traffic circulation.

Of paramount concern is the need to replace declining timber and cattle production with new employment and income. Closely related to this objective is the provision of adequate community facilities and services and, equally important, the preservation of the scenic and natural beauty and inspiration of the town site and the historic buildings and character bequeathed by the "Forty-Niners."

In future development it is intended that the maximum freedom of individual choice in design and location of new developments shall be preserved, consistent with the achievement of these objectives.

The Plan is advisory only, and contains in itself no legal regulations or restrictions. It can be realized only to the extent that it reflects the needs and desires, and earns the general support of, the people of Sonora and environs.

1. THE PEOPLE OF SONORA WISH TO PRESERVE THEIR HERITAGE OF SCENIC AND HISTORIC SURROUNDINGS BY PREPARING AND MAINTAINING A LONG-RANGE GENERAL PLAN TO GUIDE AND PROTECT THE DEVELOPMENT AND REBUILDING OF PORTIONS OF THE COMMUNITY.

2. THE PLAN FOR SONORA WILL PROVIDE A BALANCED AND ORDERLY ARRANGEMENT OF BUSINESS AND RESIDENTIAL AREAS; FACILITATE THE COMFORTABLE AND PLEASANT AND SAFE MOVEMENT OF TRAFFIC BY ALL MEANS; AND PERMIT THE FULL DEVELOPMENT OF SONORA AND ITS SURROUNDING AREA UP TO ITS ECONOMIC POTENTIAL, WITHOUT DESTROYING THE CHARM, SPACE, PRIVACY, FRESH AIR, HISTORY, OR SMALL-TOWN ATMOSPHERE WHICH MAKE SONORA AN OUTSTANDING PLACE IN WHICH TO LIVE, TO VACATION, AND TO RETIRE.
3. THE CITY WILL COOPERATE FULLY WITH TUOLUMNE COUNTY IN PLANNING FOR THE AREA OUTSIDE THE CITY LIMITS, WHICH WILL VITALLY AFFECT THE FUTURE GROWTH AND DEVELOPMENT OF THE ENTIRE COMMUNITY, JUST AS SONORA, AS THE PRINCIPAL BUSINESS CENTER, AFFECTS THE COUNTY.
4. THE MAIN SHOPPING AND BUSINESS AREAS SHOULD BE COMPACTLY SHAPED AND CONVENIENT, RATHER THAN RIBBON-LIKE OR IN OTHER PATTERNS WHICH MAY CONTRIBUTE TO DEPRESS REAL ESTATE VALUES AND CREATE UNATTRACTIVE APPEARANCE.
5. POPULATION AND EMPLOYMENT SHOULD BE ENCOURAGED TO GROW AT A NORMAL RATE, AND NEW SETTLEMENT AREAS SHOULD BE GENERALLY LOCATED IN THE SHAW'S FLAT AREA AND EAST OF THE CENTRAL CITY.
6. EACH NEIGHBORHOOD OF SONORA WILL BE PROVIDED WITH A FULL COMPLEMENT OF AMENITIES, FACILITIES, AND SERVICES, INCLUDING A WIDE RANGE OF HOUSING TYPES, LOCAL CONVENIENCE STORES, AN ELEMENTARY SCHOOL, WATER AND DRAINAGE, ADEQUATE ACCESS ROADS, MEDICAL AND RECREATIONAL FACILITIES, AND PROTECTIVE ZONING.
7. AT ALL NEW MAJOR ENTRANCES TO THE CITY THERE SHALL BE BEAUTIFULLY LANDSCAPED AREAS, AND BELOW THE COUNTY HOSPITAL A NEW AND EXPANDED DEVELOPMENT, PRESENTING AN ORDERLY AND NEAT APPEARANCE TO VISIBLY ATTRACT PASSING MOTORISTS AND TO MARK THE LOCATION OF SONORA, WILL BE ENCOURAGED TO DEVELOP.
8. ALL NEW RESIDENTIAL LOT SUBDIVISION ACTIVITY (AS DISTINCT FROM RANCHES AND INDIVIDUAL ESTATES) SHALL BE PERMITTED TO DEVELOP AT THE EDGE OF ESTABLISHED SETTLEMENT AREAS, WHERE UTILITIES AND PUBLIC SERVICES ARE AVAILABLE OR CAN BE PROVIDED AT LEAST COST TO THE PUBLIC. THE ONLY EXCEPTION TO THIS POLICY WOULD BE IN THE CASE OF COMPLETELY SELF-CONTAINED COMMUNITIES HAVING WITHIN THEMSELVES ALL THE FACILITIES AND SERVICES REQUIRED FOR COMFORTABLE FAMILY LIVING.
9. OUTSIDE OF SETTLEMENT AREAS, AN OPEN RESERVE OR GREENBELT WILL BE ESTABLISHED THROUGH A COMBINATION OF PRIVATE CONSERVATION, LOW-DENSITY ZONING, SCENIC EASEMENTS, OR PURCHASE FOR PUBLIC PURPOSES, SUCH AS A MUNICIPAL GOLF COURSE, PARK, FOREST, OR WATERSHED.
10. THIS GENERAL PLAN FOR SONORA DEVELOPMENT WILL BE ESTABLISHED AND MAINTAINED THROUGH THE COOPERATION OF PUBLIC AND PRIVATE AGENCIES AND BY THE PEOPLE; AND IT SHALL BE PERIODICALLY SUBJECT TO PUBLIC HEARINGS, REVIEW, AND READOPTION BY THE CITY AND THE COUNTY.
11. IN AREAS OF RESIDENTIAL DEVELOPMENT WHICH HAVE REACHED OBSOLESCENCE AND WILL BE REPLACED DURING THE NEXT 20 YEARS, A TRADITIONAL STYLE OF DESIGN REMINISCENT OF THE GOLD RUSH PERIOD WILL BE ENCOURAGED; AND APARTMENTS AND ATTACHED HOUSES WILL GENERALLY ADHERE TO A DENSITY STANDARD OF NOT MORE THAN 12 FAMILIES, OR 30 MOTEL UNITS, PER NET RESIDENTIAL ACRE. ALL NEW ARCHITECTURE IN THE CENTRAL AREA SHOULD GENERALLY ACCORD WITH THE HEIGHT, SCALE, PROPORTION, MATERIALS AND "FEELING" OF THE TRADITIONAL BUILDINGS.

12. BECAUSE OF THE IMPORTANCE TO THE ECONOMY OF THE TOURIST INDUSTRY, IT IS ESSENTIAL THAT SONORA PRESERVE AND ENHANCE ITS HISTORIC AND SCENIC ASSETS TO THIS END:

- (A) THE CITY WILL SEEK MEANS OF ESTABLISHING SOME FORM OF PROPERTY TAX RELIEF TO COMPENSATE THOSE WHO RESTORE TO USEFUL LIFE AND OCCUPANCY ANY OF THE BUILDINGS SHOWN ON THE MAP DESIGNATED "HISTORIC BUILDINGS," AN ELEMENT OF THIS GENERAL PLAN;
- (B) A DESIGN REVIEW COMMITTEE WILL BE ESTABLISHED TO COMMENT UPON PROPOSED REMODELLING WITHIN HISTORIC BUILDING AREAS, AND IN ANY DESIGN-CONTROL ZONES WHICH MAY BE LATER ESTABLISHED;
- (C) NO NEW TRAILER COURTS OR INDIVIDUAL TRAILERS WILL BE PERMITTED WITHIN SIGHT DISTANCE OF ANY MAJOR HIGHWAY;
- (D) THE CITY AND COUNTY WILL SEEK TO HAVE THE UTILITY COMPANIES BURY ALL OVERHEAD WIRES IN THE DOWNTOWN AREA AND IN NEW SUBDIVISIONS;
- (E) BILLBOARDS WILL BE RESTRICTED TO INDUSTRIAL AREAS, OR ELSE REQUIRED TO MAINTAIN STANDARDS OF SIZE, DESIGN, AND MATERIAL SUITABLE AND APPROPRIATE TO HISTORIC, RESIDENTIAL, AND RECREATIONAL SETTINGS;
- (F) ALL EYESORES, JUNK, DILAPIDATED BUILDINGS AND STRUCTURES, WEED-GROWN LOTS, WRECKED AUTO BODIES OR OTHER UNSIGHTLY MATERIALS WILL BE REMOVED FROM THE ROADSIDES AND THE CENTRAL AREA;
- (G) THE CITY WILL EXAMINE THE FEASIBILITY OF RESTORING SONORA CREEK ACROSS WASHINGTON STREET AS A PARK STRIP, PEDESTRIAN WAY, AND OPPORTUNITY FOR NEW STORE FRONTAGE;
- (H) THE ARCHITECTURAL STANDARDS OF ALL NEW BUILDINGS WILL BE A MATTER OF CONCERN AND REVIEW BY CITY AND COUNTY DEPARTMENTS, COMMISSIONS, AND LEGISLATIVE BODIES.

13. LANDSCAPING SHOULD BE WIDELY USED TO SCREEN CUTS, FILLS, AND OTHER EXPOSED EARTH. MAXIMUM USE SHOULD BE MADE OF NATIVE PLANT MATERIALS, SUCH AS PINES, OAKS, LOCUSTS, OR LOMBARD POPLARS, AND FLOWERING FRUIT TREES. LUPINE, SPANISH BROOM, DAFFODILS, POPPIES, FREMONTIA, AND OTHER YELLOW AND RED FLOWERING SPECIES WOULD BE PARTICULARLY APPROPRIATE.

14. AMONG THE MANY PHYSICAL IMPROVEMENTS WHICH WILL BE NECESSARY TO KEEP UP WITH NEW GROWTH AND MAINTAIN A LIVEABLE COMMUNITY ARE THE FOLLOWING:
- (A) ONE OR MORE NORTH-SOUTH BYPASSES OF THE MAIN BUSINESS STREET, ESPECIALLY BY TRUCK TRAFFIC;
 - (B) MORE OFF-STREET PARKING DOWNTOWN (UP TO 15 ACRES BY 1985); AND NOT LESS THAN 2 TO 1 OFF-STREET PARKING IN OTHER COMMERCIAL AREAS;
 - (C) KEEPING OPEN SOME OF THE COUNTRYSIDE AROUND SONORA FOR AGRICULTURE, SCENIC OUTLOOKS, WATERSHED, RECREATION AREAS, ESTATES, RESERVES FOR FUTURE DEVELOPMENT, AND GREENBELTS BETWEEN COMMUNITIES TO PRESERVE THEIR IDENTITIES;
 - (D) AN AREA BETWEEN THE NEW FREEWAY AND THE RAILROAD FOR NON-NUISANCE INDUSTRY AND COMMERCIAL SERVICES;
 - (E) A FREEWAY BY-PASS OF DOWNTOWN SONORA WHICH WILL ALLOW A CLEAR VIEW AND EASY ACCESS TO TOWN FOR ANYONE TRAVELLING THE FREEWAY;
 - (F) REPLACEMENT OF OBSELETE HOUSES AND STRUCTURES BY NEW APARTMENTS AND BUSINESSES THAT RESPECT THE TRADITIONAL ARCHITECTURE OF THE GOLD RUSH PERIOD AND HARMONIZE WITH THEIR SURROUNDINGS;
 - (G) A NEW CITY-COUNTY BUILDING THAT BLENDS ARCHITECTURALLY, PROVIDES ADDITIONAL PARKING, AND CONTAINS A COMFORTABLE AUDITORIUM THAT CAN BE USED FOR NIGHT-TIME MUSIC, THEATRE AND OTHER CULTURAL, AS WELL AS ADMINISTRATIVE, ACTIVITIES.
 - (H) NEW CURBS, GUTTERS, SIDEWALKS, DRAINS, LIGHTS, LANDSCAPING, UNDERGROUND WIRES, SIGNS, TRASH BASKETS AND OTHER "STREET FURNITURE" TO MAKE THE SURROUNDINGS COMFORTABLE, SAFE AND ATTRACTIVE;

- (I) ROADSIDE PROTECTION SYSTEMS TO PREVENT UNSAFE, UGLY, VIEW-DESTROYING STRIP DEVELOPMENT AND CLUTTER CLOSE TO THE MAIN SCENIC AND ARTERIAL ROAD NETWORK.
 - (J) MORE MOTELS AND ACCOMMODATIONS FOR THE EXPECTED INFLUX OF TOURISTS;
 - (K) A NEW GOLF, TENNIS, AND SWIM CLUB FOR ALL AGE GROUPS;
 - (L) ALL SPECIMEN TREES WILL BE SAVED AS FAR AS POSSIBLE.
15. THE AMOUNT OF COMMERCIAL ZONING ON THE MAPS AT ANY TIME WILL NOT EXCEED 3 ACRES PER 1,000 OF THE POPULATION TO BE SERVED. CENTRAL SONORA WILL CONTINUE TO PROVIDE THE MAIN SHOPPING CENTER FOR THE AREA, UNTIL ITS PHYSICAL CAPACITY IS EXCEEDED, AND THEN A NEW CENTER WILL BE ESTABLISHED IN THE DIRECTION OF THE NEAREST FREEWAY INTERCHANGE, TO COMPLETE THE 500,000-PLUS SQUARE FEET OF RETAIL SALES AREA REQUIRED BY 1985.
16. RESIDENTIAL LOT SIZES WILL INCREASE WITH DEGREE OF SLOPE, DISTANCE FROM SONORA, IMPERMEABILITY OF SOIL AND LACK OF DRAINAGE SYSTEMS.
17. ESTABLISHED RESIDENTIAL NEIGHBORHOODS WILL BE PROTECTED AGAINST INCOMPATIBLE DEVELOPMENT AND THROUGH TRAFFIC, AND WILL REMAIN AS SUCH EXCEPT TO THE EXTENT THAT SOME SECTIONS ARE REQUIRED FOR DOWNTOWN EXPANSION, PARKING, OR OTHER USES AS INDICATED ON THE GENERAL PLAN MAP.
18. SIGNS WILL BE REGULATED AND REASONABLE SIZE AND HEIGHT LIMITS WILL BE APPLIED.
19. HIGHWAY 49, RACETRACK ROAD, RAWHIDE ROAD, AND THE NEW ENTRANCE ROAD FROM THE SOUTH WILL BE PROTECTED AGAINST DEVELOPMENT OF INCOMPATIBLE BUILDINGS OR SIGNS, JUNK YARDS, UNSIGHTLY LAND USES OR OVERHEAD WIRES AND EYESORES.
20. PREVAILING RESIDENTIAL DENSITIES AND LOT SIZES (6,000 - 10,000 SQUARE FEET MINIMUM) WILL GENERALLY BE EXTENDED INTO THE AREAS PLANNED FOR SUCH DEVELOPMENT, BUT EACH NEIGHBORHOOD CENTER AND THE FRINGES OF DOWNTOWN MAY BE PERMITTED MULTI-FAMILY RESIDENCES UP TO 12 FAMILIES PER ACRE, AND IN OTHER AREAS DUPLEXES OR ROW HOUSES ON 6,000 SQUARE FOOT LOTS MAY BE PERMITTED UPON PETITION AND APPROVAL OF SURROUNDING PROPERTY OWNERS.

COLUMBIA	17,280 acres
	1965 population 961
	1990 population 2,400

PRESENT CHARACTERISTICS

Originally named "American Camp" in Gold Rush times, Columbia contained a population of from 10,000 to 15,000, fluctuating with the gold mining industry. It was at one time the second largest city in California. The preservation of Columbia as it was in gold rush days has been a remarkable accomplishment and a credit to the citizens of the County and the State. In fact, the success of Columbia is tied very closely to the prosperity of the entire planning area. In 1967 Columbia attracted more than 800,000 visitors.

Comprised of rolling rangeland in the southern portion, and forest in the north above the 3,000 ft. elevation, the Columbia planning area is bordered on the south by the Sonora urban area and on the northwest by the Melones Reservoir.

PROPOSALS

The historic town of Columbia, with its continuing program of preservation and quality restoration, should seek to integrate its future programs with the activities of the remainder of the community. Urban expansion that may occur immediately outside the boundary of the State Park should be carefully planned so as not to disturb the century-old atmosphere of the town. This can be done only by County supervision or by the expansion of the Park's boundary.

The Columbia airport currently provides the only official air link for Tuolumne County with the rest of California. Sites for clean industry, hidden from view behind landscaped parks, could be located nearby and be readily accessible to main branch plants in the metropolitan areas of northern California. The proposed airpark and recreation combination

should be developed as an outstanding feature of the area.

The new Junior College can be expected to have an ever-increasing impact on the economy and life of the Columbia planning area. With commuting students comprising the largest group attending the college, traffic circulation on the approaching roads will become a serious consideration. 2,500 students and 300 faculty and staff members are predicted for 1980. With the present volume of 620 vehicles per hour, and Route 24 south of Sonora being in excess of the rated capacity, additional generators of traffic such as the college will result in future traffic problems. Route 24 should be improved to a 4-lane divided boulevard or parkway, with left turn lanes (with ample right-of-way on each shoulder to provide a third lane) which will give it a level of service "B" (on the scale A to D) and a capacity of 1,000 vehicles per hour per lane.

Subdivision activity can be expected to expand in the Columbia planning area. The growth of the Sonora urban area, the Junior College, and the emphasis given recreation both at the State Park and the new Melones Reservoir, will contribute to further residential settlement in a nearly ideal environment. These new subdivisions and other elements should be built to standards at least equal in quality and architecturally competitive with those demanded of buildings in the State Park.

County recreation areas near Columbia in the future might include Telegraph Hill, the highest point in the area, and Bald Mountain, Blewett's Point, Parrot's Ferry Bridge, Horseshoe Bend, and Mark Twain Cabin. These locations could be connected with a system of trails and include display or manufacture of antique cars and World War I airplanes to further enhance the Columbia "package" of recreation offerings.

SUGGESTED DEVELOPMENT POLICY

1. Complete the community planning and design program launched with the nearly unanimous support of the people of Columbia.
2. Promote the historic conservation and development program of Columbia State Park, seeking means by which to guide urban settlement occurring at the periphery to insure compatibility.
3. Introduce "clean industry" such as light, smokeless manufacturing, electronics, or service-warehousing adjacent to the airport. Require industrial park settings, and shield from residential areas and major highways with appropriate landscaping and distance.
4. Seek completion of the Airpark with its complementing facilities such as the community center, swimming pool, teenage center, and possible municipal golf course. Provide ample taxi lots for visitors' aircraft and summer homes.
5. Take immediate steps to improve traffic movement entering and circulating within the planning area. Investigate a 4-lane divided parkway from Columbia to Sonora.
6. Investigate the possibility of a two-lane by-pass to the west of Columbia State Park, relieving the Park of through traffic and enhancing the historic image of the town by removing automobiles.
7. Develop guidelines for a suitable sign ordinance regarding "character", size, colors and placement. Establish "bill-board zones" to prevent the cluttered appearance along the highways and in urban areas.
8. Place utility lines underground -- particularly those located in the State Park and in the new urban village settlements.
9. Require quality standards for new and existing mobile home parks, emphasizing circulation, landscaping, adequate utilities, community facilities and distance from the State Park.
10. Establish home rule control, now in State hands, of the sewer and water systems for the area, and allow full economic expansion with appropriate design control.
11. Develop a system of trails leading from Columbia State Park to the nearby recreation spots or other areas of interest such as the Junior College, Bald Mountain, Telegraph Hill, New Melones, Cave Country, and the airport, as part of the long list of recreation attractions at Columbia.



JAMESTOWN 34,560 acres
 1965 population 2,331
 1990 population 4,200

PRESENT CHARACTERISTICS

From Woods Crossing, where gold was first discovered in 1848, to the upper reaches of the Don Pedro Reservoir, the Jamestown Planning Area encompasses a wide range of possible development. Bounded by the Sonora urban area to the north, and by Route 120 and the Tuolumne River to the south, the area displays rolling grasslands with scattered oaks and rugged outcroppings of rocks that are typical of the foothill landscape. Centrally located is the dark green Woods Creek Canyon, with a winding road on the rim that opens up dramatic vistas to the horizon. The rolling grasslands near Page Mountain present pastoral panoramas unexcelled in Tuolumne County.

Historic Jamestown itself offers a step into the past with historic buildings dating back to Gold Rush days. Being only a few miles southwest of Sonora, many citizens are finding the location ideal, since they are able to remain in proximity to an urban center and at the same time enjoy the amenities of country life.

PROPOSALS

Jamestown, Sonora, and Columbia comprise the urban center of Tuolumne County. Jamestown has the advantage of having numerous possible park areas which can be easily utilized by its own population; yet these potential parks are close enough to the other urban areas to benefit the majority of County citizens. Woods Creek Canyon is the largest of these and is suitable for camping and fishing, with the added attraction of containing the northwestern cove of the new Don Pedro Reservoir. This latter development places about 12,960 acres of surface water in the back yard of the central urban concentration of Tuolumne County.

Access to this upper cove of the reservoir is only 6 and 10 miles south of Jamestown and Sonora respectively, and 2 miles from Highway 108. Marinas, restaurants, and entertainment facilities are only a few of the private developments possible.

Additional recreational sites include a densely wooded area on Sullivan Creek, well known to local residents for its fishing, and Curtis Creek, which has many fine park sites. Both sites should retain their natural characteristics when development occurs. The region of Page Mountain ought to be conserved in an agricultural reserve, free from the threat of urban development which can easily overrun grassland. Roads in the Jamestown planning area are sufficient to carry traffic capacity in the near future; however, they should be widened and improved for the long run.

Another recreational resource which, if developed, will make a valuable contribution to the tax base, is the historic center of Chinese Camp that could be promoted in a similar manner to old Columbia. This new tourist attraction might possibly be integrated with an upper cove development of the Don Pedro Reservoir.

Active but scattered subdivision areas have begun in the Jamestown planning area near Sonora. Naturally, this land, with its combination of flat and gently rolling terrain and its proximity to the urban center of Sonora make Jamestown a desirable place in which to live. However, if the scattering trend continues, instead of more compact and contiguous urbanization as shown on the General Plan, the costs to the citizens of the County in the form of utilities, fire service, police protection, and other community services will be high.

SUGGESTED DEVELOPMENT POLICY

1. Preserve and rehabilitate significant and historic buildings and sites.
2. Promote active development of County recreation sites such as Chinese Camp, Woods Creek, and the Page Mountain Area.
3. Protect desirable rangeland against the threat of unnecessary urban encroachment and subsequent high taxes.
4. Prohibit scattered subdivisions. No urban development should be permitted in the protected rangeland, and utilities should be underground.
5. Establish "billboard zones" to prevent haphazard placement of such signs along the highways as are distracting to traffic and a blight on the beauty of the natural landscape at the principal entrance to the central County urban area.
6. Develop standards for mobile home parks, including circulation, landscaping, complete utilities, and community facilities.
7. Protect mining interests and their locations for future development.
8. Prepare a precise development plan for restoration and expansion of historic Jamestown, and plan for eventual connection to the Sonora sanitary drainage system.

TUOLUMNE	30,720 acres
	1965 population 4,522
	1990 population 7,100

PRESENT CHARACTERISTICS

The planning area of Tuolumne, centered near Route 108 midway between Sonora and Twain Harte, and bounded on the north by the Columbia ditch and on the south by the Tuolumne River, offers several possibilities for development. Relatively flat land near the railroad has yet to attract industry, but the rolling hills are rapidly being promoted as home sites. Particularly near major highways, large subdivision lots and mobile home park lots may be purchased or rented in a wide price range.

Phoenix Lake is a burgeoning water sports, golfing and camping area. Standard is the home town of the Pickering Lumber Corporation, and Tuolumne City lies at a future entrance to the verdant Stanislaus National Forest with a new road to Cherry Lake. A fine County road system conveniently connects most areas of population or scenic interest to this planning area. The Tuolumne-Sonora highway has recently been improved and should easily serve traffic capacities in the distant future.

PROPOSALS

Although the Tuolumne planning area is too low in elevation to offer the cool recreation climate found at higher elevations, and the rolling hills discourage extensive industrial development, the land is quite suitable for housing and other low intensity uses. Perhaps a retirement center could be developed in Tuolumne.

Some beneficial proposals for the area might be the creation of new reservoirs on the Tuolumne River. If future feasibility studies indicate such new lakes might be beneficial, earth-filled dams could be con-

structed a little over a mile east of Wards Ferry Bridge, and other selected locations upstream. The new series of lakes created could offer additional recreation opportunities in the County.

Tuolumne City should explore the possibility of converting the central area to an historic center, similar to the atmosphere achieved at Columbia. There are old stores and deserted hotels that could display historic furnishings. The pond near the deserted lumber plant might offer a place for a new recreation center. Driving ranges, a pitch and putt golf course, paddle boats, dancing, and small boat sailing would certainly add to the attractions of Tuolumne.

The future Phoenix Lake, with its raised elevation and central location in the heart of the Sonora-Twain Harte urban area, can offer additional leisure activities. Presently, there are five subdivisions to the south of the lake, one with bridle trails. This kind of development should be encouraged on the new Phoenix Lake properties, integrating a system of hiking and riding trails through the new ranch-style settlements.

SUGGESTED DEVELOPMENT POLICY

1. Encourage completion of recreation sites in the planning area, emphasizing quality and appropriate improvements.
2. Enforce quality suburban development, and conserve the surrounding scenic, historic, or natural features. Scattered subdivisions having no improvements or services should be prohibited.
3. Require high standards for new or existing mobile home parks, including circulation, landscaping, improvements, and community facilities.

15. MAIN "COLLECTOR" ROADS IN THE AREA ALL NEED MAJOR IMPROVEMENTS TO HANDLE CURRENT AND ANTICIPATED TRAFFIC EFFICIENTLY. ROADS MOST FREQUENTLY CITED AS DEFICIENT ARE: FULLER ROAD, JOAQUIN GULLEY, MIDDLE CAMP, SOUTH FORK, EAST AVENUE, LITTLE FULLER.
16. SIDEWALKS OR WALKWAYS SHOULD BE REQUIRED IN COMMERCIAL AREAS AND IN OTHER AREAS WHERE ESSENTIAL TO SAFETY.
17. THIS PLAN AND DEVELOPMENT POLICY WILL BE PERIODICALLY REVIEWED AND UP-DATED WITH THE FULL PARTICIPATION OF THE WINTER AND SUMMER RESIDENTS OF THE AREA.
18. HIGHWAY 108 IS NEWLY DEVELOPED TO SCENIC HIGHWAY STANDARDS, AND THIS SHOULD BE RECOGNIZED AND MAINTAINED BY THE IMMEDIATE DESIGNATION OF THIS SECTION AS AN OFFICIAL CALIFORNIA SCENIC HIGHWAY.

2. THE PEOPLE OF THE TWAIN HARTE AREA WISH TO PRESERVE AND IMPROVE THE NATURAL BEAUTY, RURAL ATMOSPHERE, RECREATIONAL ASSETS, AND OTHER BENEFITS NOW ENJOYED BY RESIDENTS AND VISITORS AND BELIEVE THAT ADOPTION OF THIS LONG-RANGE MASTER PLAN ENFORCEABLE BY THE COUNTY OR OTHER APPROPRIATE LOCAL GOVERNMENT IS ESSENTIAL TO THIS OBJECTIVE.
3. THE MASTER PLAN SHOULD PROVIDE THE PATTERN FOR ZONING AND OTHER REGULATIONS NECESSARY TO INSURE THE INTELLIGENT ALLOCATION OF SPACE TO RESIDENTIAL, RECREATIONAL, AND COMMERCIAL USES SO THAT, WHILE THE AREA CONTINUES TO EXPAND RAPIDLY AS A RESIDENTIAL RESORT CENTER, ABUNDANT RECREATIONAL FACILITIES ARE AVAILABLE; CONVENIENT SHOPPING AND COMMERCIAL CENTERS ARE PROVIDED; ROADS, PARKING AND PUBLIC TRANSPORTATION SYSTEMS ARE DESIGNED AND CONTROLLED TO EFFECT THE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC, AND SITES ARE RESERVED FOR FUTURE PUBLIC FACILITIES SUCH AS SCHOOLS, PARKS, FIRE AND POLICE DEPARTMENTS, EQUIPMENT STORAGE, OFFICES, ETC.
THE MASTER PLAN RECOGNIZES THE IMPORTANCE OF PART-TIME AND SEASONAL RESIDENTS TO THE ECONOMY OF THE AREA AND THAT THEY OFTEN SHARE DIRECTLY IN THE LOCAL TAX BURDEN ALTHOUGH THEY ARE UNABLE TO VOTE.
4. SHOPPING AND BUSINESS AREAS SHOULD BE CENTRALIZED AND CONVENIENT. THE MAIN SHOPPING AREA SHOULD BE LOCATED AS COMPACTLY AS POSSIBLE IN CENTRAL TWAIN HARTE. APPROPRIATE NEIGHBORHOOD SHOPPING CENTERS SHOULD BE LOCATED IN OTHER AREAS AS CONVENIENCE AND COMMERCIAL FEASIBILITY DICTATE.
5. PARKING REQUIREMENTS FOR ALL COMMERCIAL BUILDING SHOULD BE ESTABLISHED AT A RATIO OF 3 OR 4 TO 1. (3 ACRES OF PARKING TO 1 ACRE OF FLOOR SPACE). IT IS ANTICIPATED THAT APPROXIMATELY 1 ACRE OF SHOPPING WILL BE REQUIRED FOR EACH 1,000 PEOPLE. REGIONAL SHOPPING FOR THE SONORA PASS RESIDENTS IS NOT CURRENTLY PART OF THIS PLAN,

BUT THE DECISION TO PROVIDE SUCH SHOPPING FACILITIES AT A LATER TIME CAN BE MADE BY REPLACING THE PRESENT SCHOOL IN CENTRAL TWAIN HARTE AND USING THAT AREA FOR REGIONAL SHOPPING.

6. ARCHITECTURAL CONTROL TO PRESERVE THE RUSTIC OR HISTORIC ATMOSPHERE IN THE AREA IS EMPHATICALLY FAVORED. A DESIGN REVIEW COMMITTEE SHOULD BE APPOINTED, SIMILAR TO COLUMBIA'S.
7. COMMERCIAL AMUSEMENTS OF THE "CARNIVAL" TYPE SHOULD BE PROHIBITED.
8. INDUSTRIAL ACTIVITY, JUNKYARDS, EYESORES, OR SIMILAR DEVELOPMENT IS NOT DESIRED WITHIN THIS AREA.
9. DEVELOPMENT OF ADDITIONAL RECREATIONAL FACILITIES WILL BE NECESSARY--PARTICULARLY LAKES AND SWIMMING, PUBLIC PARKS AND PICNIC AREAS. AN ATTEMPT SHOULD BE MADE TO ESTABLISH AND PRESERVE HIKING AND EQUESTRIAN TRAILS BY SECURING EASEMENTS FROM LANDOWNERS AND THE COOPERATION OF PUBLIC OR PRIVATE RECREATIONAL GROUPS.
10. MULTIPLE DWELLINGS SHOULD BE PERMITTED ADJACENT TO AREAS DESIGNATED AS COMMERCIAL.
11. MOTELS SHOULD BE PERMITTED ONLY ADJACENT TO TWAIN HARTE DRIVE OR THE HIGHWAY INTERSECTION.
12. MOBILE HOME PARKS SHOULD BE PERMITTED ON APPROPRIATE SITES, NOT ALONG THE HIGHWAY OR ARTERIALS, IN CONFORMITY WITH COUNTY HEALTH CODES.
13. RESIDENTIAL DEVELOPMENT SHOULD TREND TOWARD LARGER LOTS WITH ADEQUATE OFF-STREET PARKING.
14. PAINTED AND ILLUMINATED SIGNS AND BILLBOARDS SHOULD BE RESTRICTED IN SIZE, DESIGN AND LOCATION TO MINIMUM STANDARDS CONSISTENT WITH PERMITTING REASONABLE IDENTIFICATION BY COMMERCIAL INTERESTS.

portion of the County's economic base depends upon these roads being convenient and safe, providing quick access. Route 120, entering Tuolumne County from the west, is presently overloaded, resulting in occasional and irritating traffic congestion because its volume of traffic is occasionally greater than the design capacity of 850 vehicles per hour. The stretch of Route 120 from the County line to Yosemite Junction currently handles traffic headed to different destinations; that headed to Sonora and Sonora Pass, and the remaining traffic destined to Jacksonville, Groveland, and Yosemite Park. It is recommended that Route 120 from the county line to Keystone Junction be expanded to a four-lane divided highway with left turn lanes. This new highway would have, at a level of service "A", 1,200 vehicles per hour (600 per lane), easily accommodating future growth. It is further recommended that Route 120 be extended eastward through Keystone Junction on existing right-of-way, south of Chinese Camp, and connecting to the State Highway Department's proposed new routing of 120 which spans a new Don Pedro fork on the way to Groveland and Yosemite Park. This will remove Yosemite traffic from 108 north of Keystone Junction, alleviate congestion north of the junction, provide quicker access to Yosemite Park, and temporarily relieve the need for widening Route 108 to a four-lane divided highway from Keystone Junction to Mountain Pass Junction.

SUGGESTED DEVELOPMENT POLICY

1. Promote industry through an active development corporation.
2. Develop recreational opportunities that exist in the area, particularly those winter season activities (raceway, hunting, camping) which would thrive in the cool weather and supplement winter employment.
3. Protect agricultural rangeland, industrial, and scenic lands from premature subdivision encroachment.
4. Concentrate through zoning all urban, tourist, or industrial development in centers for maximum economy and preservation of the scenic countryside.
5. Utilities in subdivisions should be placed underground. Roadside signs and clutter should be controlled in this critical "gateway" area.
6. Improve County roads, creating ample passing zones (third lanes) in foothill country where heavy truck and trailer traffic is encountered.
7. Improve access to Central Valley and remove unsafe curves. Develop a tourist service center near the junction of Highways 108 and 120, with roadside rests, motels, restaurants and special attractions like a small "Nut Tree" gift and information center.
8. Be prepared to offer water service to an industry or an industrial park development.
9. Provide a new State Highway or prime County Road from the Keystone area southwest to the border of Stanislaus County to meet the needs of visitors and service vehicles to and from Merced and southern California, and to provide easy access to Lake Don Pedro for local residents.

KEYSTONE	130,400 acres
	1965 population 1,365
	1990 population 4,000

PRESENT CHARACTERISTICS

The Keystone planning area, covering most of the rolling foothills of the Sierras in the southwestern part of Tuolumne County, has perhaps the most potential for industrial development. Largely undeveloped, the opportunity exists for the citizens of the County to implement creative planning for the area, maximizing the economic and social benefits that have yet to be tapped. The area is predominantly grassland, unirrigated except for small portions which produce a small amount of crops. Grazing is the most active agricultural use at the present time. Water-oriented sports and related recreation development offer another chance for improvement by either the County or private interests. The huge new reservoirs of Don Pedro and Melones will open up vast acres of water and hundreds of miles of shoreline, beaches, and isolated coves.

PROPOSALS

The Keystone area is strategically located to attract the Bay Area and Valley communities to a large scale automobile raceway which could feature both stockcar racing and grand prix events. There is a natural bowl suitable for such activities.

The Tullock Reservoir on the Stanislaus River might possibly be expanded to the 600-foot level, creating hundreds of additional acres of water surface. Extensive permanent buildings ought to be discouraged below this elevation. In the southern part of the Keystone area, the strangely beautiful and rugged Hatch Creek Recreation area, with its acres of grassy meadows contrasting with the canyons, should be developed by the County.

Water supplies for the area ought to be investigated, possibly using nearby Don Pedro Reservoir. Even a limited amount of irrigated pasture land would be desirable for the raising of specialty livestock such as thoroughbred horses. Other recreational sites that can be cited are Rawhide and Chapparral near Melones Reservoir, and Hungry Hill in the heart of the planning area.

Another significant attribute of the Keystone planning area is that it contains the majority of useable flat land in the County. The land is a valuable asset which is currently not being utilized to its full potential. Studies should be undertaken to establish the feasibility of creating industrial sites and possible new agricultural uses. Industry could contribute heavily to the economic base if exploited by an alert development corporation working in the interests of the County. Future industrial parks and warehousing sites would be convenient to main roads and the availability of the Sierra Railroad further extends transport capabilities to all of California and the West Coast. The Economic Report of the General Plan has outlined possible industries that would be suitable to the region and complement the existing raw materials production of the County, as well as providing winter employment. The flat land of the Keystone area also contains much of the rangeland of the County. The rangeland should be protected from development by use of zoning and market controls (such as low assessment value) that will preserve as long as possible an asset representing a segment of the present economic base of the County. Firebreaks should be extended from such natural barriers as highways, rivers and lakes to protect grasslands and populated areas from possible destruction.

Vital road improvements in the Keystone planning area are needed on Route 120. It is through this area that visitors to points north and east, and to Yosemite Park, must pass. Also, the new Don Pedro Reservoir will necessitate replacement of roads. A

STANISLAUS	202,240 acres	
	1965 population	590
	1990 population	890
PINECREST	253,440 acres	
	1965 population	1,192
	1990 population	4,800

PRESENT CHARACTERISTICS

The planning areas of Stanislaus and Pinecrest in the northern part of Tuolumne County are some of the most potentially accessible of all the lands in the High Sierras, thanks to the new, wide, four-lane Route 108, now being slowly developed by the State Division of Highways. Yet these lands are largely unused, unsettled, and have the least access in their interior portions of all County lands. Stanislaus contains over 198,000 acres of forest land, while the Pinecrest area encompasses over 230,000 acres. The scenic State Highway 108 is currently being improved so as to carry a greater capacity of traffic more efficiently and safely. The majority of traffic is destined for the central Pinecrest-Strawberry area. The potential of the high country, with its invigorating clear, fresh air, rocky streams and waterfalls, is virtually unlimited, as it represents some of the most beautiful mountain scenery in the world.

PROPOSALS

One of the principal factors in the development of the Stanislaus and Pinecrest planning areas is the maintenance of an ecological balance in the area. Nature has achieved a unique relationship between the streams, rivers, forests, grasslands, and other beautiful natural features of the region. It must not be disturbed. Developments should contribute to this balance. Extensive construction, with poor site planning, covers the land and promotes runoff of rainfall.

The combination of several developments places a heavy demand on drainage facilities--particularly exposed streams and ravines. Without a system of controlled storm drainage and sewer lines, the heavy runoff will eventually cause severe erosion, resulting in loss of ground cover and topsoil, excessive wash of gullies, muddy streams choked with silt, and general pollution of the entire natural water system upon which so many people in California depend. Heavy uncontrolled camping in unauthorized sections compacts the earth, resulting in similar erosion damage. The system of fire breaks should be expanded, linking such natural barriers as highways, rivers and lakes. The urban settlements, rolling grasslands, and magnificent stands of timber should be maintained for future generations, as well, to enjoy.

State Highway 108, to the rugged high country of Sonora Pass, is intermittently developed with small settlements that serve both the tourist and the citizens of Tuolumne. Sugar Pine is a most delightful and pleasant center, typical of what a desirable physical form could be for a mountain settlement on the roadside. As a motel, it is relatively free from "urban litter", such as poorly located signs and billboards, unsightly power lines, deteriorating housing, and squalid, dusty parking areas. Views have been well preserved and buildings conscientiously maintained. The area imparts a light, spirited feeling that could be an inspiration to other mountain settlements.

The picturesque community of Long Barn would benefit from better pedestrian connection of the commercial center and the surrounding residential area. Wide paths, suitable for horses, should wind through the town and be connected with a wide pedestrian strolling lane paralleling the main road. The citizens of Long Barn should prepare their community to become the third commercial center of the County that will no doubt be necessary in the future. Shop-

GROVELAND	88,040 acres	
	1965 population	594
	1990 population	1,950

PRESENT CHARACTERISTICS

Encompassing the lower Sierras, south of the Tuolumne River, the planning area of Groveland is accessible by Route 120, Route 132, and from Route 49, entering from Mariposa County to the south. The area is bordered on the north by the Tuolumne River, on the southeast by Mariposa County, and on the west by Moccasin Peak and the Penon Blanco Ridge. Practically all development is concentrated along Route 120, on which approximately half the traffic is destined for Yosemite Park. With the primary land use of the planning area being grazing, and with its access from most of Tuolumne County somewhat limited, the area's economic base has in large part relied on capturing the trade of those passing through the area, rather than being the destination.

PROPOSALS

As with most of Tuolumne County, the promotion of recreation and leisure living will no doubt be the most important factor to be considered in the development of the Groveland area. Exploration of a suitable route directly from the urban area to the north should continue. Most likely, the old Ponderosa Way crossing at Wards Ferry Bridge can be utilized and improved. If the construction of new lakes on the Tuolumne River proved feasible, the crossing could probably be across a dam upstream from Wards Ferry. There would, of course, be recreation and private development opportunities on such lakes.

The new proposed route of Highway 120 by the State will provide easier access for the residents of the Groveland planning area. Passing lanes should be constructed on the two-lane portions not scheduled for

major reconstruction to ensure efficient and safe flow of traffic. The primary County roads connecting to Route 120 should be widened and improved where necessary; and right-of-ways of County roads in urban areas ought to be reserved at adequate width for future traffic.

Other recreation possibilities include the Burch Meadow area or the proposed Shanahan Flat Reservoir (40,000 acre-feet), Groveland Wayside Park, Wards Ferry, and Kanaka Creek-Moccasin Point on a Don Pedro Reservoir upper tributary. Whatever the site, the camper can be assured that the forests and meadows of Groveland with their carpets of pine needles, distant vistas, and isolated meadows, will be sure to provide satisfaction.

SUGGESTED DEVELOPMENT POLICY

1. Maximize recreation potential with the opening of undeveloped sites in the Groveland environs. Encourage quality development of existing tourist oriented facilities along Route 120.
2. Zone the area in accordance with the General Plan. Promote integration of the programs of the State, Federal Government, and County so as to conserve cattle grazing acreage and protect the existing grasslands and outstanding scenery at the "back door" to Yosemite (which may become the "front door" when Highway 120 improvements are complete).
3. Begin active exploration and programming of potential County parks, serving the needs of the local residents as well as the visitors.
4. Commercial timber lands should continue to be assessed at low value and protected from urbanization.
5. Protect mining interests and their locations for future development (see attached map).

CHERRY LAKE	207,000 acres	
	1965 population	192
	1990 population	350
YOSEMITE	475,220 acres	
	1965 population	146
	1990 population	750

PRESENT CHARACTERISTICS

The planning areas of Cherry Lake and Yosemite, along with those of Stanislaus and Pinecrest, comprise the designated lands of the Stanislaus National Forest and Yosemite National Park. Cherry Lake planning area is forested or rocky, with over 177,500 acres, and contains approximately 4,260 acres of water. The Yosemite planning area has the largest forest coverage, with over 458,800 acres, and is fortunate to possess about 5,185 acres of beautiful clear blue water. The National Forest comprises 42.5% of the County, with over 100,000 acres of private land within the forest boundary. Of this private land, 60 % is owned by timber companies. In addition to timber, the forest contains a wealth of untapped recreation resources.

PROPOSALS

Cherry Lake and Yosemite planning areas are unique for the magnificent scenery and vast water resources, most of which are readily accessible by automobile. Natural areas, such as Emigrant Basin, and other similarly designated sections, will remain largely untouched. Developments in other areas should be integrated with the natural landscape. Such a development could be at Cherry Lake, which is perhaps one of California's finest potential recreational sites. The nearby Lake Eleanor, accessible by jeep, horse, or on foot, could be incorporated as a part of this fine recreational center. If connected directly from the north via the Tahoe-Yosemite

parkway, private facilities at the two lakes would contribute immensely to the recreational and economic potential of the County. Year-round operation of the facilities would assist in stabilizing the fluctuation in employment. A County airport on Buck Ridge (elevation 4,700 feet) would serve the area well.

With recreation being the largest undeveloped potential resource of these planning areas, it is desirable that all sites be considered. (See Recreation Plan.) In Yosemite Park, the Grand Canyon of the Tuolumne River, Pate Valley, and Muir Gorge, are yet to be developed for popular access. The Tuolumne Fish Hatchery, Camp 45, Cherry Valley, Ackerson Flat Reservoir, and Harden Flat Reservoir are among some of the other good sites for promising recreation development.

Coincident with an increasing recreation industry is the need for an effective fire control program. The greater population would necessitate such action. Existing fire breaks would have to be extended, intensive camping areas isolated, and natural breaks, like highways, rivers and creeks, utilized. Portions of the old Ponderosa Way might also be effective. Prescriptive burning under a supervised program should be investigated for controlling excessive underbrush and combustible materials.

Land uses in these planning areas should be carefully controlled as conversion occurs to ensure equitable benefits for all. The general public should not be deprived of recreational opportunities because of the single vested interest of a few. The recreational opportunities of the County are much too valuable, and the population of Tuolumne and California are growing too fast, for non-utilization of valuable recreation land.

ping facilities clustered in centers have proven to be more profitable than scattered services which promote an undesirable urban sprawl, make for inconvenient shopping, and consequently lower profits.

Traffic circulation in the high Sierra country is adequate, but generous passing lanes should be incorporated along Route 108 to make traffic movement more efficient and remove the danger and frustration of following log trucks for many miles.

The ski resort at Dodge Ridge could profit from the introduction of summer activities, such as riding, camping and swimming, or the possible advent of an alpine school or art colony. Pinecrest should be redeveloped to establish a more functional development pattern and to make better use of its outstanding site. Fly-in camping from an airport (elev. 5,700 ft.) proposed on Highway 108 north of Brown's Reservoir would be an added attraction.

Recreation opportunities in the Stanislaus-Pinecrest planning areas are practically limitless. There is the possibility of a resort village at Brown's, Lyon's or Beardsley lakes, and the proposed new access road to Big Trees State Park from Route 108 would open up many camping and scenic areas. Other sites would include Griswold Reservoir, Cave Country, Old Soap Creek, Niagra Creek, Indian Caves at Melones, and Italian Bar. Near Strawberry-Pinecrest are the future Pine Valley and Bell Meadow Reservoirs, with the excellent Mill Creek Ski Bowl to the north, requiring early development as an outstanding winter economy potential.

SUGGESTED DEVELOPMENT POLICY

1. The County should seek to make the Forest Service aware of the need to develop a wide range of County and regional recreation facilities, even at some inconvenience to the timber industry.

2. Set aside outstanding scenic areas and commercial grade timber areas, reserved against urban development and assessed at low value with multiple uses of land permitted under careful supervision.
3. The high country mountain settlements should plan for urban developments of high quality, protecting the natural environment and offering top quality services and surroundings.
4. Discourage scattered subdivisions and isolated marginal developments.
5. Allow billboards and signs only in special zones or restricted to the commercial centers and reduced in scale and profusion. Utility lines should be placed underground where possible for protection from inclement weather and enhancement of the countryside, or run through trees some distance from the travelled way.
6. Restrict camping trailers and mobile homes to sites that are properly developed to handle them, located so as to be hidden from scenic areas or roads.
7. Improve, expand and maintain the system of back roads in the County. Year-round operation of Sonora Pass, and the proposed Tahoe to Yosemite Parkway through Big Trees or Spicer Meadow, will give Tuolumne County an outstanding lead in economic development among mountain areas.
8. Incorporate forest management programs, similar to those used by the National Forest Service, in the private forests of the County, and open them also for public recreation enjoyment.

SUGGESTED DEVELOPMENT POLICY

1. Integrate Federal State, and County programs to insure maximum benefits for all citizens.
2. Restrict industry from the planning areas, except for light "clean" industries or carefully regulated mining operations.
3. Seek active development and programming of all potential recreation sites, regardless of present ownership, so as to fulfill recreation demands for the future and realize full economic benefits.
4. Preserve significant scenic and primitive areas from any kind of development. Resort villages of good design in clustered settlements should be allowed adjacent to such scenic areas and at the shores of major lakes.
5. Develop the Tahoe-Yosemite Parkway connecting Bear Valley (in Alpine County), Beardsley Lake, Strawberry-Pinecrest, south to Cherry Lake, near Hetch Hetchy Reservoir, and south to Route 120.
6. All promising areas of scenic beauty and commercial timber should be conserved and assessed at low value. Urban development should be prohibited within such areas, except in carefully designed resort villages containing all necessary services for a visitor population, and not merely subdivision lots for speculation.
7. All billboards or advertising should be prohibited.
8. Redevelop Pinecrest for full utilization and up-grading of man-made environmental standards.
9. Open up the Mill Creek ski bowl as a supplement and competition for Dodge Ridge, within the next two or three years.
10. Develop Cherry Lake as the service center and jumping off point for the huge and beautiful hinterland behind it, including the Emigrant Basin Wild Area, Lake Eleanor, the gorge of Hetch Hetchy, and North Yosemite National Park.

Tuolumne County has 1.4% of the best of California land, yet it supplies only .7% of the recreation demand. There are today more than 500 million mandays (user-days) of outdoor recreation annually being spent by the people who live within 150 miles of Tuolumne County, yet only some 3.5 million of these are being spent in the County. The Forest Service (San Francisco) expects a 3% growth in County recreation by 1990 and has set a goal of 9,000 County camp sites to meet it; but at the present rate of construction it will take over 200 years to build them!

These few simple facts highlight at once the opportunity and the problem which Tuolumne County has in confronting its biggest economic potential since the Gold Rush, its potential for recreation.

The purpose of this County Recreation Plan is to outline the full range of possibilities; develop information and maps to support County applications for the several Federal and State assistance programs for local outdoor recreation; suggest the steps which the Planning Commission might take to protect its recreation resources before they are preempted for other purposes or needlessly destroyed; and to enrich the County General Plan by giving it a deeper dimension of facts, analysis and policy in the critically important recreation field.

The reason why this part of the General Plan was included in this first year's planning work is the high level of unemployment in the County, and the consequent need to stress resource development. Since the recreation resource represents the principal undeveloped economic potential (and one which is not exclusively controlled by private enterprise), it is the one needing most attention by County citizens interested in economic prosperity and enjoyment of outstanding recreation opportunities.

TODAY'S RECREATION

At the present time there are in the vicinity of 3.5 million user-days of recreation annually in the County.

Big Trees State Park has 180,000 recreation user-days, of which a portion takes place south of the river in Tuolumne County groves. (A recent attempt to expand the Park was blocked, even though the new park would produce more indirect tax revenue than the approximately \$8 per acre assessed value of the timber land does.) Columbia Historical Park has 830,000 user-days of annual use now. There are 270,000 vehicles per year entering Yosemite through Tuolumne County, representing probably 100,000 annual user-days of County recreation, not including just "sight-seeing."

There are 3,000 cars per summer day traveling Highway 108 near Pinecrest, and they probably represent another 250,000 user-days annually.

The Forest Service in San Francisco reports 1.59 million in part-day-user-days in Tuolumne County forests. (This is a new definition for a recreation unit which probably equates with around 1.4 million user-days as defined by the State.) This 1.59 million is distributed as follows:

Observation	5,400
Boating and swimming	43,600
Camp grounds	379,300
Primitive camping	382,500
Lodges or resorts	182,700
Organization camps	155,500
Using commercial services (forest only)	16,300
Recreation residents	333,900
Winter sports	91,500
	<u>1,590,700</u>

Some of the above are counted twice, but other forms of recreation, such as hiking, sight-seeing and hunting, are not included.

County Recreation Plan



<u>Activities</u>	<u>User-days</u>
Campers	3,650,000
Organizations	960,000
Resorts, cabins, motels	2,130,000
Summer houses	2,200,000
Day visitors (50 mile radius)	1,260,000
En route to Yosemite	300,000
Local population and all other recreation	<u>2,650,000</u>
Total	13,190,000

This projection would require a 380% increase in today's recreation level; and, as surveys show people spend on the average from \$1 en route to Yosemite up to \$8.72 in resorts for each day of recreation, it would produce \$41,000,000 per year in direct recreation expenditures by users, compared to about \$17,000,000 if the State's projections are followed. (The Forest Service projections would develop a dollar amount somewhere between these two.)

Thus it can be seen that recreation is potentially a very big business indeed, and that the County has it in its power to increase the annual "take" some \$20,000,000 per year (representing 16% of the total primary economy of the County by 1990--see Economics Report) depending on how successful it will be in stimulating private, Federal, State, regional, County and local recreation development. So let us assume that somewhere around 10 million user-days is a reasonable goal or projection for 1990, and examine how the County could itself supply at least 10% of this.

As for the local people, they too will have unmet recreational needs if the County does nothing in this field, because very few towns are equipped to organize and finance recreation development. It would be much more efficient and practical to let the County do it in order to save administrative costs and avoid duplication.

The National Recreation Association and the California Recreation Commission have sug-

gested standards for local recreation. Somewhere between 2 and 15 acres per 1,000 local residents should be provided in each town. In a recreation-oriented County like Tuolumne, the standard should be near the high end of the scale.

Each school should have at least 2 or 3 acres in a neighborhood park and playground attached to it. Each community should have a park for adults as well as children, of at least 2 acres per 1,000 people. Thus, Sonora would have a 10 acre park now and a 24 acre park by 1990. Twain Harte has a nice little pond-and-park now, and should add space up to 15 acres by 1990, for local recreation. In order to attract tourists as well as provide for local needs, there should be 10 acres of County or regional parks per 1,000 residents, or 400 acres of such parks by 1990. These local parks can be combined wherever possible, and should look to the needs of summer residents too, since by 1990 they may outnumber permanent residents.

A reasonable standard for the total of neighborhood, town, community, County and regional parks would be 1,000 to 5,000 acres, even considering that some local recreation can be provided by the Bureau of Land Management, the Corps of Engineers (Melones), the school districts, and private developers. Each new subdivision should contribute at least one acre per 150 lots or in-lieu cash payments, to the local recreation effort. And any developments having regional recreation value should be designed with a high density of visitors in mind.

The Recreation Plan map shows the more than 30 County park sites which have been suggested and examined, representing only the priority sites out of the immense supply of potentials. Averaging 50 acres each, these parks would aggregate about 1,500 acres of land. This is only one-tenth of one percent of Tuolumne County, worth at least \$3,000,000 or \$4,000,000 per year to the County economy, if fully developed (about \$175,000 in sales taxes), while producing today only

The best estimate is that today about 3.5 million user-days of recreation are enjoyed in Tuolumne County each year. All this recreation takes place on 1.4 million acres of land, including some of the most beautiful mountain scenery in the world, Yosemite Park (north) and Hetch Hetchy, and some brand new lakes that have hardly begun to show the ultimate demand levels they will have to endure in the future as California houses 40,000,000 people.

There are 95 miles of main streams in the County, outside the National Park. (The Forest Service finds over 700 miles, including Yosemite and minor tributaries.)

There are already many beautiful and sizable lakes in the County, but by 1990 new reservoirs will have increased the total still-water surface to more than 33,000 acres outside the National Park, ranging in elevation from 297 feet (La Grange Reservoir) to 11,000 feet, and in size from a few acres to nearly 13,000 acres at maximum pool (Don Pedro). This is enough water to provide for 10,000 boats (which of course will never all be on the water together at one time), or more than 6,000,000 user-days of annual recreation in boating alone. There is enough flat land around the edges of these lakes to house up to 240,000 summer residents, if it were fully developed. There are at least 200,000 acres of private lands that have a wide range of recreation potential, and a new bill in the legislature would allow the County to insure these lands against liability and so open them up for public recreation use.

There are more than 2,000 miles of forest roads and trails in the County, which will accommodate up to 100,000 hikers and riders at one time, or more than 10,000,000 fun-seeker-days per summer, plus snow-cats and cross-country skiers in the winter, plus hunters in the fall and fishermen in the spring.

All in all, Tuolumne County is most liberally endowed with a vast supply of all kinds of recreation resources, from Valley grasslands through pine-girt lakes to high alpine crags and meadows.

RECREATION DEMAND

The State had earlier (1958) predicted a 210% increase in Tuolumne recreation but more recently has reported that, speaking generally, recreation is growing 1.32 times as fast as population. For a 100% increase in population to 1990, therefore, today's 3.5 million County user-days would increase to 8.1 million. This compares with the 7.5 million originally projected by the State for Tuolumne County in 1990.

Another basis for projecting demand is the U.S. Forest Service Recreation Information Management Study. This indicates a 310% growth in Tuolumne County recreation between 1967 and 1990. On that basis, today's recreation would grow to 10.9 million user-days by 1990.

Planning Associates have produced an optimistic projection based on the assumption that the County will go all out to capture the economic values locked in its underdeveloped recreation resources. (However, the economic projections for employment and population growth in the General Plan were based on a very conservative 7.5 million user-days by 1990, giving an \$17,000,000 annual recreation economy as part of a total population of something under 45,000 residents.)

This optimistic projection, though well within the realm of real possibility, produces a 1990 estimate of 13.2 million user-days, summarized as follows:

In other counties, private lands surrounding parks have been found to increase substantially in value over an area 3 or 4 times as large as the park itself. There are also user charges to be derived from park operations, such as parking fees, boat launching fees, and the like. Also, trailers, campers and summer cabins generate rents for park operators, and concessioners such as restaurants, tackle shops, bars, trailer parks and stables, make lease payments based on percentages of gross business which in some cases cover the cost of park operations.

Not to be overlooked is the "free money" available to County recreation in the form of gifts, loans and bequests of land, as well as service clubs, youth corps, boy scouts, volunteer, and other forms of uncompensated labor.

Probably the most important function is merchandising and promotion, by which the County can make a small amount of money go a long way in producing substantive recreation revenues (such as motel taxes) which can be plowed back into further recreation development, special events (see Keystone), further promotion, and so on.

There is really no reason at all why the County should not proceed with persistent and determined speed to capture those public benefits which are as substantial and awe-inspiring as its mountains, meadows, hills, lakes, and rivers themselves are.

about \$6,000 in property taxes annually, or less. ("Taking no more land off the tax roles" is a shibboleth that will not stand up to rational examination, in the case of recreation.) Furthermore, much of this land is already public property, such as Bald Mountain and the Columbia Airpark.

Of the literally dozens of potential County park sites, the best ones to develop in the long run are those having highway location, water orientation, visitor attractions, and year-round use potential.

Prime examples are Pinecrest, Brown's Meadow (when dammed), Beardsley Lake, Lyon's Reservoir, and Mill Creek ski bowl on the Sonora Pass highway; and Don Pedro, Burch Meadow, Shanahan Flat (when dammed), and Ackerson Meadow on the Yosemite Highway.

The best of all potentials outside Yosemite Park itself is Cherry Lake, as soon as the access roads are improved. (The local Forest Service claims to be able to get this area fully developed by 1975, but if not, the County should take another look.) The trails to Yosemite's Lake Eleanor and Hetch Hetchy start at Cherry Lake, and there are nearby elevations above 8,000 feet for skiing or winter sports, so Cherry Lake is the County's outstanding year-round undeveloped recreation resource.

In the lower elevations, the Columbia "package" is highly attractive, and it could ultimately accommodate millions of user-days by combining historical restoration, college events, fly-in camping, Melones water parks, antiques display, first-class overnight facilities and several other prospects in a charming and unique small town setting that already attracts nearly a million visitor-days a year.

In outlying areas, there are a number of good sites such as Bell Meadows (when dammed as part of the County water development program), and various recreation access roads, such as the proposed scenic road or park-

way to Lake Tahoe, a road from Pinecrest to the South Grove of Big Trees State Park to attract Park visitors to Tuolumne County, and the various waterfront parks proposed at the enlarging Don Pedro Reservoir.

In the short term, the most promising priority parks appear to be Burch Meadow or Ackerson Meadow (to capture the Yosemite "overspill"), Bald Mountain to serve Columbia Junior College and Sonora, Columbia Airpark, and the Tuolumne City fish hatchery on the River. Lyon's Reservoir has a good immediate potential for an integrated resort village (supplying the entire range of recreation and accommodations in a single "package") which has already taken root on PG & E land. There is a plan to connect this budding year-round village by antique train to Twain Harte, adding up to a very promising total offering. (Permanent facilities on the shore should be avoided, however, as the reservoir level will likely be raised to increase County domestic water supply.)

The practical considerations that point to these for early development are: they can qualify for State and Federal funds immediately available; they are already highly accessible; they generally involve lands already in public ownership or are available at modest cost; they would serve all parts of the County and, except for Bald Mountain, attract a fairly high percentage of non-resident visitors; and they would not cost much to develop.

As the County moves forward in the recreation management field, and more government funds become available, and as some early parks begin to produce revenues, then some of the more difficult but also more promising sites can be incorporated in the program.

Aside from service to the people to Tuolumne County and the impact on the local economy, there are other benefits to be derived from an aggressive County recreation program.

THE "LOOP" TRAIL

When the several potential parksites identified in the County were plotted on a map, it became evident that a group of these could be linked to each other by a recreation trail. The main advantage to be gained by doing so is that of providing an identifiable park system which would pass close by the homes of most of the County's residents and give them the sense of identifying with connected parks many miles away. Having a series of parks with camping facilities linked by a riding and hiking trail allows people to make hiking tours of the County, and the closed Loop allows them to choose any starting place and go as far as they wish, hiking all the way around, or stopping part way and hiking back.

The route shown on the County Recreation Plan, about 70 miles long, connects 16 parksites ranging in variety from lake-front, to river crossings, to close-in town parks, to high promontory viewpoints and historic mining and mill sites. The route crosses major highways at five places, providing choice of starting place. The sites along the trail range in altitude from 800 feet in the Don Pedro area to 3,600 feet at Arastraville. The route provides several opportunities for departure into the more remote areas to the north and east.

The trail could be developed for hiking and riding only, or it could be open to jeeps as well. Most of the selected route runs along existing right-of-ways, and the remainder could be secured as easements across private property. A signing system would be essential and could be produced by the Roads Department at nominal cost.

The construction of the trail should be programmed for concurrently with the development of parks and availability of the route.

RESORT VILLAGE CONCEPT

There are several references in this report to the "resort village". In concept a resort village combines the best of two familiar forms of development: the time-honored Mother Lode village and the water-oriented recreation facility.

The small, established villages of the Mother Lode region are attractive to tourists and residents alike, because they combine the wide range of choice of services usually associated with urban centers with the compact, human-scaled size of small towns. There the visitor from larger metropolitan areas finds all the daily conveniences and a variety of specialty shops, too. When this facility is located at a highly desirable recreation site, such as on a reservoir or natural lake in the cooler elevations, and organized in such a way as to closely integrate parks with picnicing, swimming, camping, boat launching and marinas, the whole complex becomes a Mecca for the vacationing family or second home resident.

Because of its full range of activity choices, the various members of the family are free to enjoy his or her favorite pasttime. Children may go swimming and mother may go shopping while father fishes, etc.

If the particular site has other recreation opportunities, so much the better. The proposed Brown's Meadow Reservoir is a case in point. At an ideal summer or winter elevation it is readily accessible from Highway 108 and close enough to developing ski and winter sports areas that it could expect to be used year-round as a lodging and service center. Hiking and riding trails lead off into the remote forest areas in all directions. There are numerous other potential sites in the County. Federal funds are available for County development of whole villages if private enterprise fails to develop these critically needed facilities in due course.

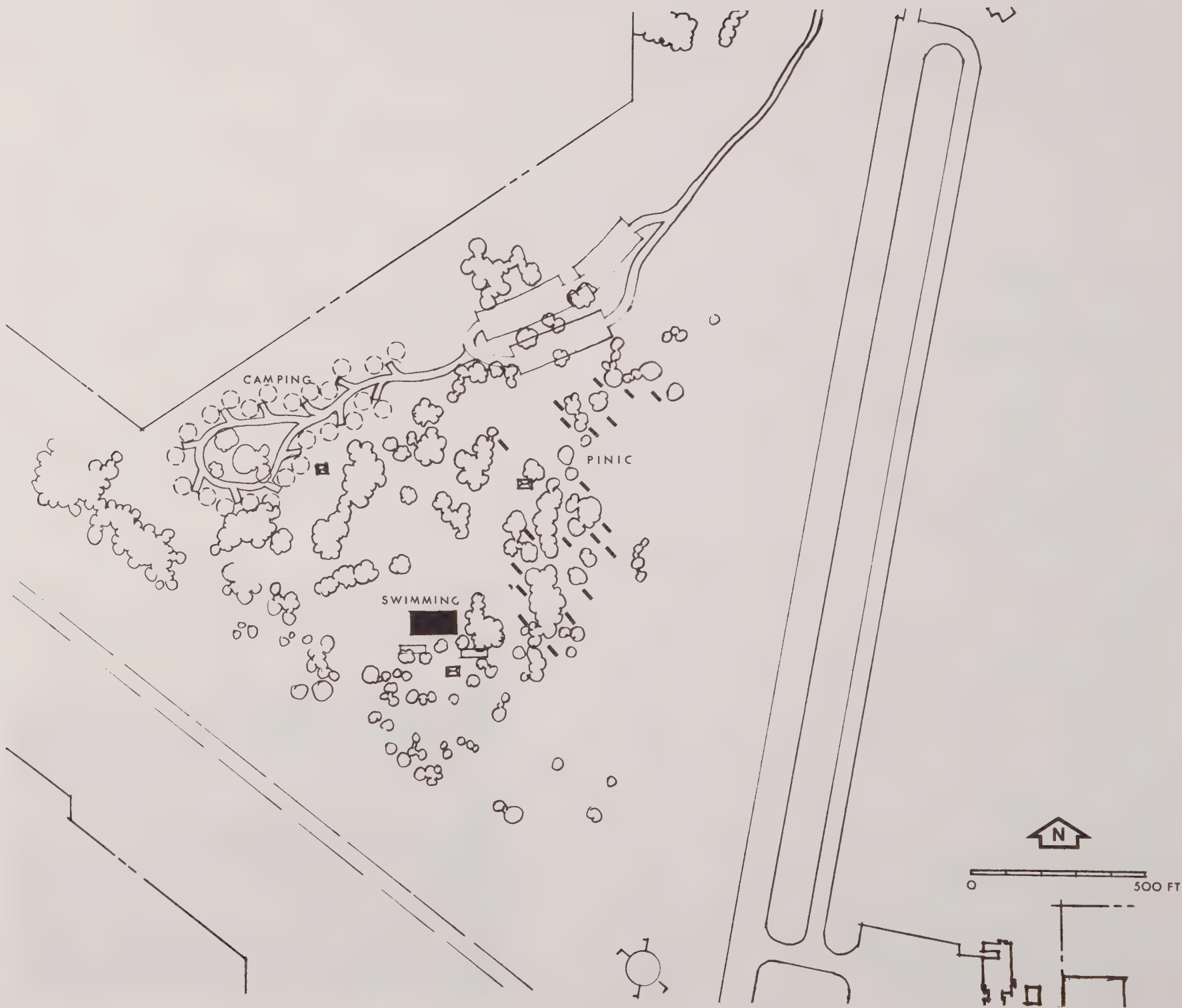
The development strategy of the resort village should make the best possible use of coordinated, cooperative efforts by public and private agencies. The County should secure the park sites and perhaps develop the marina facilities using available small craft harbor loans, to be amortized by fees collected (perhaps managed by concessioners). Private parties should be expected to develop the commercial center and the surrounding compact subdivisions and cluster condominium housing, but the County, as the planning agency, should exercise strict control to assure orderly, high standard development.

14. THE COUNTY WILL JOINTLY PARTICIPATE WITH OTHER JURISDICTIONS AND PRIVATE AGENCIES IN THE PLANNING, REALIZATION, AND SYSTEMATIC UTILIZATION OF REGIONAL POTENTIALS.
15. THE COUNTY WILL ASSIST AND ADVISE LOCAL COMMUNITIES IN THE DEVELOPMENT OF PLAY- GROUND S AT SCHOOL SITES AND OTHER MUNI- CIPAL RECREATION NEEDS, BUT WILL GENE- RALLY AND PRIMARILY CONCERN ITSELF WITH THE PROVISION OF REGIONALLY SIGNIFICANT RECREATION OPPORTUNITIES IN ORDER TO MAXIMIZE THE ECONOMIC BENEFITS OF RE- CREATION DEVELOPMENT.
16. AFTER ADOPTION, THE COUNTY RECREATION PLAN, INCLUDING THESE POLICIES, WILL BE REVIEWED EVERY THREE YEARS, OR MORE OF- TEN, AND MAINTAINED UP-TO-DATE AND RE- LEVANT THROUGH FULL PARTICIPATION BY INTERESTED CITIZENS.
17. THE FIRST, SECOND AND THIRD PRIORITY PROJECTS TO BE DEVELOPED UNDER THIS RE- CREATION PLAN AND PROGRAM ARE THE FOLLOWING:
 1. COLUMBIA AIRPARK
 1. BURCH MEADOW
 1. BROWN'S RESERVOIR (RESORT VILLAGE)
 2. TUOLUMNE FISH HATCHERY
 2. MILL CREEK SKI BOWL
 2. SHANAHAN FLAT
 2. MARK TWAIN PARK
 3. LYON'S LAKE (RESORT VILLAGE)
 3. CHERRY LAKE
 3. BALD MOUNTAIN
18. THE COUNTY WILL ACCEPT GIFTS, BEQUESTS OR LOANS OF RECREATION LANDS OR FACILI- TIES, AND WILL COOPERATE WITH PRIVATE INTERESTS IN THE DEVELOPMENT OF AREAS HAVING BOTH PROFIT POTENTIAL AND PUB- LIC RECREATION BENEFITS.
19. THE COUNTY WILL ESTABLISH AND STAFF, WHEN WARRANTED, A RECREATION OFFICE TO PLAN, ACQUIRE, DEVELOP, MANAGE AND MAIN- TAIN THE SITES AND FACILITIES CONTEMPLA- TED BY THIS PLAN, OR ANY THAT MAY BE PROF- FERED FOR COUNTY MANAGEMENT BY OTHER EN- TITIES, ((SUCH AS DON PEDRO OR MELONES (TURLOCK IRRIGATION DISTRICT AND CORPS OF ENGINEERS))).
20. THE COUNTY WILL, IN ALL ITS OPERATIONS AND ACTIVITIES, DO ALL THINGS POSSIBLE TO OPEN UP FOR PUBLIC ENJOYMENT ITS IM- MENSE AND INSPIRING STOCK OF NATURAL RE- CREATION RESOURCES, AND WILL MAKE EVERY EFFORT TO ATTRACT VISITORS TO ENJOY THEM, BOTH FOR THE ECONOMIC BENEFITS THEY BRING AND FOR THE INCREASED PUBLIC EN- JOYMENT OF TUOLMNE COUNTY'S REPUTATION AND ASSETS.

Recreation Development Policy

IT IS THE POLICY OF TUOLUMNE COUNTY TO PRESERVE, ENHANCE, DEVELOP AND EXPLOIT ITS OUTSTANDING SCENIC AND HISTORICAL RESOURCES FOR THE BENEFIT OF ITS RESIDENTS AND THOSE CALIFORNIANS WHO CHOOSE TO SPEND SOME OF THEIR LEISURE HOURS IN THE MOUNTAINS. THE INCREASING DEMAND FOR RECREATIONAL AREAS AND FACILITIES PROMISES A GROWING INCOME TO BOLSTER AND STABILIZE THE LOCAL ECONOMY AS WELL AS PROVIDING LIFE-ENHANCING OPPORTUNITIES FOR COUNTY RESIDENTS, BOTH PART-TIME AND FULL-TIME. THIS DEVELOPMENT POLICY ACCOMPANIES AND IS PART OF THE RECREATION PLAN, AN ELEMENT OF THE TUOLUMNE COUNTY GENERAL PLAN.

1. THE COUNTY RECOGNIZES ITS OBLIGATION TO PROVIDE ACCESS TO ITS OUTSTANDING RECREATION RESOURCES AND FACILITIES FOR THE RECREATIONAL ENJOYMENT OF ITS LOCAL RESIDENTS AND THEIR FELLOW CALIFORNIANS.
2. THE COUNTY RECOGNIZES THE ECONOMIC DESIRABILITY OF ENCOURAGING RESIDENTS OF OTHER AREAS TO SPEND THEIR LEISURE TIME ENJOYING THE SCENIC AND HISTORIC HERITAGE OF TUOLUMNE COUNTY, AND WILL SEEK TO SUPPLY AT LEAST 1,000,000 OF THE 10,000,000 USER-DAYS OF RECREATION WHICH COULD BE PROVIDED BY COUNTY RESOURCES IN FUTURE YEARS.
3. THE COUNTY WILL ASSURE THE MAINTENANCE OF ITS REPUTATION AS A PLACE OF SCENIC BEAUTY BY CONTROLLING THE USE OF BILLBOARDS, OVERHEAD WIRING, UNSIGHTLY LAND USES, AND OTHER ELEMENTS WHICH DETRACT FROM THE ECONOMIC VALUE OF COUNTY RECREATION.
4. THE COUNTY WILL DESIGNATE CERTAIN SCENIC ROADS, PARKWAYS, AND HIGHWAYS AND WILL ESTABLISH STANDARDS TO ASSURE THEIR VISUAL APPEAL TO PASSING MOTORISTS.
5. THE COUNTY WILL PROTECT BY ZONING ORDINANCE AND OTHER INSTRUMENTS THOSE AREAS DESIGNATED IN THE RECREATION PLAN AS "AREAS OF SCENIC, RECREATION AND CONSERVATION SIGNIFICANCE."
6. THE COUNTY WILL GUIDE AND ENCOURAGE THE DEVELOPMENT OF A FULL SYSTEM OF PUBLIC RECREATION FACILITIES BY ITS OWN MEANS AS WELL AS THOSE OF OTHER PUBLIC AGENCIES AND PRIVATE INTERESTS.
7. OPTIMUM USE WILL BE MADE OF EXISTING PUBLIC LANDS AVAILABLE FOR RECREATION.
8. COUNTY FUNDS WILL BE USED FIRST FOR ACQUISITION AND SECOND FOR DEVELOPMENT, RECOGNIZING THAT THE AVAILABILITY AND COSTS OF LAND WILL NEVER BE MORE FORTUITOUS THAN AT THE PRESENT TIME, BUT WILL CONSIDER LEASING RATHER THAN PURCHASING LAND.
9. SITES NEAREST TO EXISTING URBANIZED AREAS AND SITES WITH EXISTING HIGHWAY ACCESS, ESPECIALLY THOSE ON MAJOR TOURIST ROUTES, WILL BE DEVELOPED FIRST.
10. SITES AND DEVELOPMENTS MEETING THE CRITERIA FOR STATE AND FEDERAL AID WILL BE GIVEN PRIORITY.
11. PUBLIC EXPENDITURES WILL BE PLANNED SO AS TO ENCOURAGE THE ORDERLY DEVELOPMENT OF ADJACENT PRIVATE HOLDINGS.
12. THE COUNTY WILL REQUIRE BY SUBDIVISION ORDINANCE THAT NEIGHBORHOOD AND LOCAL RECREATION SPACES OF APPROPRIATE SIZE AND LOCATION BE DEDICATED TO RECREATION USE AS A PART OF ANY NEW COMMUNITIES, TO THE EXTENT OF AT LEAST TWO ACRES PER THOUSAND PEOPLE.
13. RECOGNIZING THAT MANY OF THE COUNTY'S BEST RECREATION RESOURCES ARE LOCATED IN THE PUBLIC LANDS OF THE STANISLAUS NATIONAL FOREST, WHERE DEVELOPMENT IS MANAGED BY THE U.S. FOREST SERVICE, THE COUNTY WILL CONFER WITH THE FOREST SERVICE AS TO THOSE DEVELOPMENTS AND SCHEDULES IN THE BEST INTERESTS OF THE USING PUBLIC WHICH REQUIRE COUNTY ROADS, SERVICES AND SUPPORT IN ORDER FOR THE PUBLIC TO ENJOY THEM.



The Parksites

Columbia Airpark

In the grove of oak trees between the runways of the County Airport at Columbia an attractive park with picnicking area, swimming pool and camping facilities could be developed on land already owned by the County. Accessible by air, as well as road, this park could expect a high rate of use and would supplement the other recreation opportunities available in the area for use by local residents, visitors and students from Yosemite Junior College.

Costs (approximate, pending engineering studies)

Land acquisition	0
Roads & parking lots by County	-
Camp units 24 @ \$500	\$12,000
Toilets 3 @ \$4,500	13,500
Picnic tables 30 @ \$100	3,000
Swimming pool	30,000
Water pipe 2,400' @ \$3.50	8,400
Design, construction supervision and contingencies	
15% of improv.	<u>8,400</u>
	\$73,590

Usership - 150 day season

Picnic tables 30x4x2=240 people per dayx50% utiliz.	\$18,000
Camping units 24 x 4 people = 96 x 50% utilization	7,200
Swimmers 150 per day for 100 days	<u>1,500</u>
User days	\$26,700

Annual Benefits

26,700 user days x \$1 each = (annual intangible benefits)	\$26,700
Additional expenditures in County assuming 30% of users are visitors from outside	
Day use 5,860 @ \$1.30	\$7,600
Night use 2,160 @ \$2.50	<u>5,400</u>
	\$13,000

Direct Benefits

Parking fees @ \$1.00	
Picnickers 30 cars x 150 days	\$4,500
Swimmers 25 cars x 150 days	3,750
Camping fees @ \$2.50 per night 24 x 50% x 150	<u>1,800</u>
Total fees	\$10,050

Annual capitalization of costs

\$73,590 ÷ 20 years	\$3,680
Interest at 6%	<u>2,210</u>
Total	\$5,890



Burch Meadow Camp & Roadside Rest

Highly visible from Highway 120, this site should be developed to provide rest facilities and overnight accommodations for tourists bound in and out of Yosemite National Park, and to serve the surrounding County recreational opportunities.

Costs (approximate, pending engineering studies)

Land acquisition	120 acres @ \$500	\$60,000
Road work by County		-----
Camp units	75 @ \$500	37,500
Toilets	4 @ \$4500	18,000
Dam and spillway	(2,000 cu. yds.)	6,000
Picnic tables	20 @ \$100	2,000
Well and pump		4,500
Water pipe	2,200' @ \$3.50	7,700
Design, construction supervision and contingencies	15% of improv.	<u>11,350</u>
		\$147,050

Usership-120 day season

Picnic tables 20x4x2 per day = 80 people per day x 75% utilization	7,200
Swimmers 20 per day	2,400
Camping 75 units x 4 people = 300 x 75% utilization = 225	<u>27,000</u>
user days	36,600

Annual Benefits

36,600 user days x \$1 each = \$36,600
annual intangible benefit

Additional expenditure in County, assuming 90% visitors from outside (indirect benefit)		
Day use	8,640 @ \$1.30	\$11,232
Night	24,300 @ \$2.50	<u>60,750</u>
		\$71,982

Increased value of adjacent land
300 acres @ \$150 per acre =
\$45,000 x 3% to County annually \$1,350

Parking fees @ \$1
Picnic 40 cars x 120 days x 75% utilization \$3,600
Swim 10 cars x 120 1,200
\$4,800

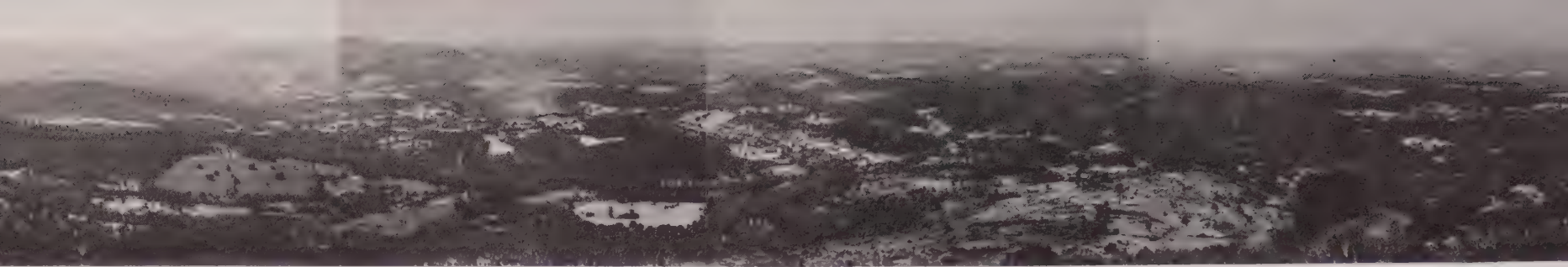
Camping @ \$2.50 per night
75 x 100 x 75% 14,062

Total fees and direct benefits \$18,862

Annual capitalization of costs
\$117,050 ÷ 20 years = \$5,800
Interest @ 6% 3,600

Total \$9,400

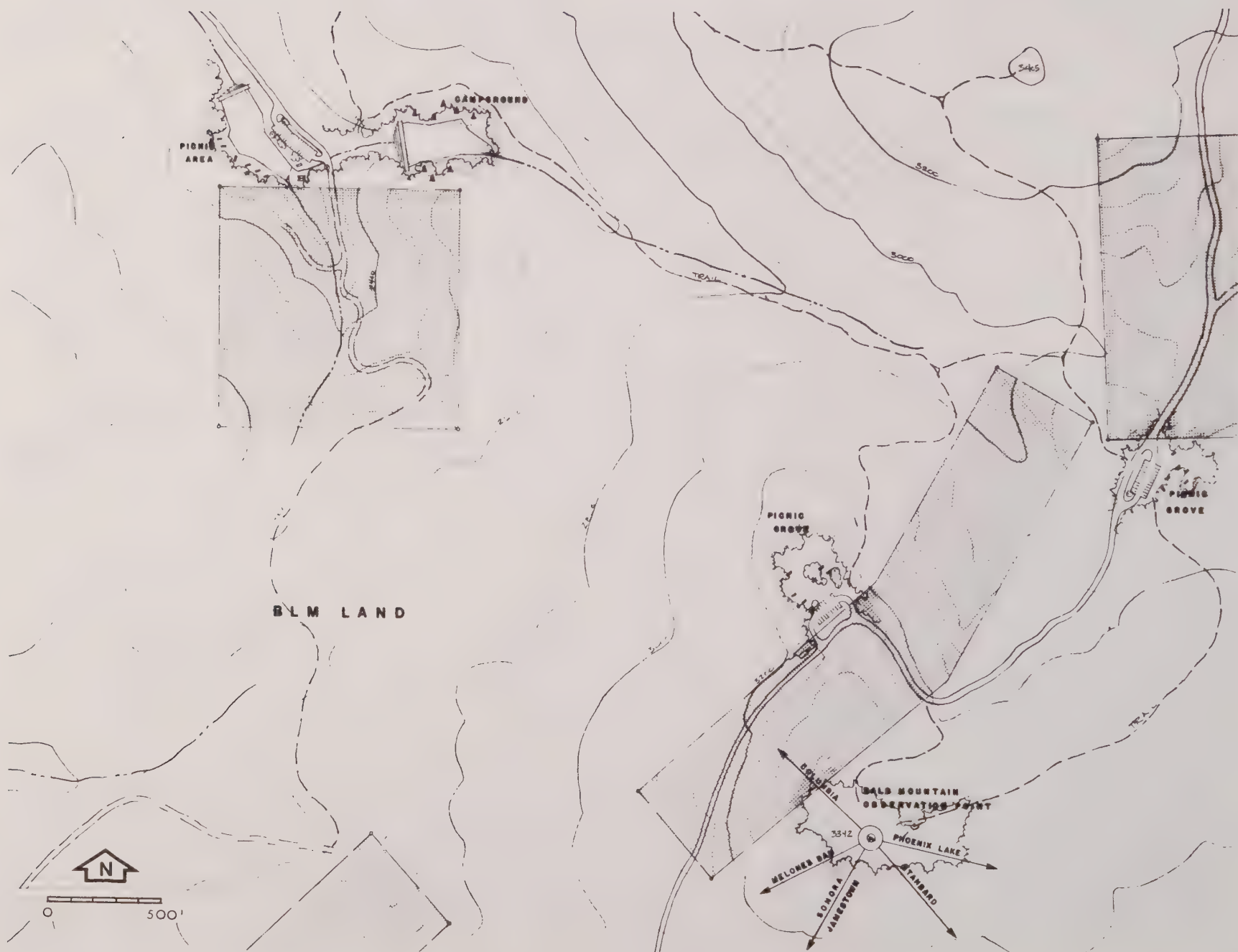




Golf Course

Sonora

Table Mt.



Bald Mountain Primitive Recreation Area

A system of limited improvements to encourage predominantly day use of the area by local residents and visitors to the Sonora-Columbia area.

Land acquisition:

100 acres in scattered parcels @ \$2.50, from Bureau of Land Management	\$250
(or 1,600 acres available B.L.M. @ \$2.50	4,000

Road improvements, parking lots and trails by County Road Dept. and Junior College	---
2 Dams	10,000
10 Picnic tables	1,000
16 Fireplaces	3,200
1 Restroom (primitive standards)	2,500
Observation point direction indicators, benches, etc.	2,000
Water well	1,500
Campground clearing	<u>500</u>

Approximate cost, acquisition and improvements	\$24,950
---	----------

Usership - 200 day season

Picnic tables 10 tables x 4 people x 2 times daily = 160 people x 75% = 120 people per day	12,000
Campsites 6 camps x 4 people = 24 people x 75% = 18 people per day	3,600
Hikers 10 per day	<u>2,000</u>
User days	17,600

Annual Benefits

Additional expenditure in County, assuming
10% of users are visitors

Day 2,600 @ \$1.30	\$3,380
Camp 360 @ \$2.50	<u>900</u>
	\$4,280

Recreation benefit to users (intangible)	\$17,600
Increase in value of surrounding land	none

Annual capitalization of costs

20,950 ÷ 20 =	1,042
Interest @ 6%	<u>627</u>
	1,669

Additional expenditures in County, assuming
50% visitors after opening of Cottonwood

Road:

Picnic	3,000 @ \$1.30	\$3,900
Swim	0	
Camper	3,600 @ \$2.50	9,000
Cabin	3,000 @ \$1.50	<u>4,500</u>

\$17,400

Parking fees @ \$1.00 per car

Picnic	40 cars x 100 days x 75%	3,000
Swim	10 cars x 100 days	<u>1,000</u>

\$4,000

Camp fees @ \$2.50 per night

24 x 100 x 75%	\$4,000
----------------	---------

Cabin site leases @ \$360 per year

20 x 360	\$7,200
----------	---------

Total direct fees \$15,200

Increased value of adjacent land

100 acres @ \$100/acre =	
10,000 x 3% per annum	<u>300</u>

Total direct income per annum \$15,500

Annual capitalization of costs

(Phases I and II)

\$83,915 ÷ 20 =	\$4,195
-----------------	---------

Interest @ 6%	<u>2,520</u>
---------------	--------------

\$6,715



Tuolumne Fish Hatchery Park & Campground

Phase I

A day use park with limited camping facilities could be opened here using the existing hatchery access road, providing picnicking facilities, a single restroom (4 fixtures) and a pond for swimming.

Phase II (illustrated)

To realize a greater income from overnight use and to provide better balanced services; improved campsites, additional restroom facilities and leased cabin sites should be provided.

Estimate of Cost

Item	Phase I	Phase II
Land acquisition (50 acres)	\$12,500*	
Road (3,200')	County	
Dam	6,000	
		\$12,000
Toilets (4)	3,500	10,500
Picnic Tables (20)	1,000	1,000
Fireplaces (10)	1,000	1,000
Well and Pump	4,500	
Water Pipe (2,200' @ \$3.50)	700	7,000
Sewer system for cabin sites		13,900
Design, construction supervision and contingency 15% of improvement costs	<u>2,505</u>	<u>6,810</u>
Total	\$31,705	\$52,210

*14 acres of land including hatchery buildings now belong to Tuolumne Recreation Club.

Usership - 100 day season (Phase I)

Phase I

Picnic Tables	10 tables x 4 people	
	x 2 (twice daily) = 80 people	
	x 75% utilization = 60 people	
	per day	6,000
Swimmers	10 per day	<u>1,000</u>

User Days 7,000

Annual Benefits

Recreation benefit to users (intangible)	\$7,000
Additional expenditures in County, assuming 30% of users are visitors	
2,100 x \$1.30	<u>2,730</u>

Parking fees @ \$1.00 per car	
Picnic 20 cars x 100 days x 75%	1,500
Swim 5 cars x 100	<u>500</u>
	\$2,000

Appreciation of 100 acres of adjacent private land @ \$50/acre	
\$5,000 x 3%	<u>\$ 150</u>

Total direct income to County per annum	\$2,150
---	---------

Annual capitalization of cost Phase I	
\$31,705 ÷ 20 =	\$1,585
Interest @ 6%	<u>480</u>
	\$2,065

Usership - 100 day season (Phase II)

Phase II (includes Phase I)

Cabin sites	20 sites x 4 people	
	=80 people x 75% = 72 people/day	6,000
Camping	21 camps x 4 people =	
	96 people x 75% = 72 people/day	7,200
Picnic	20 tables x 4 people x 2	
	(twice daily) = 160 people	12,000
Swim	20 people per day	<u>2,000</u>

User days 27,200

Parksite Inventory

Suggested Parksites in Tuolumne County

Golf Course (Sonora or Volpone)

Bald Mountain (elev. 3,342')

Blewett's Point

Columbia Airpark

Table Mountain (Springfield)

Parrot's Ferry

Mark Twain

Horseshoe Bend

The Red Hills

Tulloch Reservoir

Rawhide

Chapporal

Roger Creek (Highway 132)

Hungry Hill

Red Hill Reservoir

Hatch Creek Valley

Burch Meadow (Yosemite Overspill)

Don Pedro North Cove (resort village)

Woods Valley

Sullivan Creek

Curtis Creek

Phoenix Lake

Tuolumne Fish Hatchery

Cherry Lake

Kibbie Ridge Air Camp

Shanahan Flat (Res.)

Groveland Wayside

Ward's Ferry Boat access

Kanaka Creek - Moccasin Point

Beardsley Lake (resort village)

Lyon's Lake (resort village)

Griswold Reservoir

Big Trees access road

Cave County (Pine Log)

Italian Bar

Old Soap Creek

Niagra Creek

Pine Valley Reservoir

Bell Meadow Reservoir

Pinecrest Resort Village

Brown's Reservoir Resort Village

Mill Creek Ski Bowl (Patterson Grade)

Dodge Ridge

Camp 45

Cherry Valley

Ackerson - Stone Meadow Res.

Harden Flat Res.

Buck Meadow (not in Tuolumne Co.)

New Lake Eleanor (enlarge existing)



to put its newly adopted General Plan to work. Having an effective system for environmental improvement (planning) will also qualify the County and City for additional millions in loans and grants and private investments which they could not otherwise obtain.

Another requirement of a successful planning program is a watch-dog organization of citizens who will inform themselves about the plan and defend it in public when it is attacked, as it will be, usually by people who prefer an immediate profit for themselves to the long-term welfare of all, themselves included.

The Plan should be regarded as a constitution for the physical environment, but it is well to remember that the original Constitution had a dozen amendments before it was five years old, and it is still valid and useful as a general guide to human affairs 200 years later.

How to Make the Plan Work

A plan by itself has little value. Even with a lot of support, it is not self-enforcing. The main virtue of a plan is its statement of what ought to be done. That is as far as any mere plan can go. It is what happens next that counts.

In order to make the plan useful, it is necessary to apply it to every situation which presents itself to the Planning Commission. If someone wants to subdivide land in the agricultural or scenic areas, then the lots should be at least 10 or 20 acres in size. If they want to develop a nicely designed resort village on a lake, then the Commission should bend every effort to achieve it. If someone wants a change in zoning, the Plan should be consulted first thing.

In order to realize the Plan's park proposals, it will be necessary to develop applications for the State Bond Act and Federal matching funds under the Land and Water Conservation Act. The State Wildlife Conservation Board has a budget for boating and fishing access. There are actually more than 90 agencies that will help Tuolumne. A local bond election should also be considered. A million dollars invested in recreation today by Tuolumne County will yield benefits many times over in the years ahead. Naturally many claimants for such funds will step forward, and then a Capital Improvement Program will be required to make a rational choice among them. The Plan really is not finished until the capital costs are identified and approved 5 or 10 years ahead by the Supervisors. An annual capital improvement budget should then be adopted and appropriated, including all County public works, and taking into account State and Federal subventions available, (which now account for 65% of all local government funding throughout the County).

The Plan cannot be expected to have immediate enforcement. It takes time to

explain, understand and interpret the Plan before public acceptance is complete.

No one should be disappointed if the Plan does not get fully implemented for several years, and it may be necessary to amend it several times before then. The Plan is also a flexible device, and amateurish attempts to apply it rigidly will not only fail, but they will also defeat the long run gains which the Plan promises. If one town wants trailers and another one does not, so be it. The Plan and its policy would still apply throughout the main body of the County. If someone wants to go out of the settled areas to build a new village, that is alright too. But the Plan should be followed by agricultural zoning of that area, so the new town proposal will have to be supported by convincing argument, or else the Commission should not feel compelled to change the zoning. The Plan shows more than enough land already for new housing for the next 20 years.

If someone wants to mine a park site, then another park should be just as good, so let the miners have it. At least the Plan gives the Commission a basis for requiring high standards from those who disturb the soil and move the earth, such as screening, fencing, hours of operation, blasting, dampening dust, maintenance of access roads, restoration of site when finished, etc.

One of the most important considerations in carrying forward a plan to fruition is the credibility of its spokesman. Planning has become a highly developed profession which can seldom be successfully practiced by laymen. A professionally trained, qualified, and experienced Planning Director could increase the utility, value and beauty of the man-made environment at least 5% in the next 20 years. This is an amount of money equal to several million dollars, and yet the County budget need not be increased if the planner is shared with the City of Sonora, which also needs a part-time professional

Appendix

SUMMARY OF REPORT ON THE SANITARY FACILITIES STUDY

1. Jamestown treatment plant can handle the 4,000 people estimated for 1990.
2. Sonora treatment plant needs extension to handle 11,000 people, and its effluent could be tied to Jamestown to make a less expensive system for both communities as well as Shaw's Flat.
3. Columbia plant can handle 2,000 people, and should eventually connect to the Junior College system.
4. Mono Vista-Soulsbyville area needs new system. Present plant at Standard is inadequate.
5. Tuolumne City plant can handle 3,200 if improved to State standards.
6. Twain Harte can handle 7,500 people, but has some difficulty with State requirement that effluent should not enter Sullivan Creek during winter months.
7. Mi-wuk has a small primary plant. Connection to Twain Harte should be studied.
8. Waterfront Resort Villages at Beardsley Lake, Cherry Lake, Brown's Meadow, Bell Meadow, Don Pedro or Melones will all require new high standard systems and possibly potable quality effluent.

Recommendations

1. Adopt this General Plan and require all County officials to abide by it.
2. Establish a non-profit development corporation to build those facilities necessary to reduce unemployment, and utilize resources, and which are not now contemplated for construction by any private or public body.
3. Establish an industrial park, based initially upon warehousing, in the Keystone area.
4. Establish a County recreation agency to promote, construct and operate all kinds of outdoor recreation facilities, to the extent of providing for at least 1,000,000 additional user-days annually.
5. Utilize available loan and grant programs to create a multi-purpose waterfront resort village, incorporating well-designed, compatible and attractive public and private facilities for accommodation, recreation, business and pleasure, for all ages and incomes.
6. Appoint a qualified professional Planning Director to maintain and apply this Comprehensive General Plan.
7. Adopt and enforce a complete architectural plan for expansion and historical restoration of the entire Town of Columbia, already the County's largest tourist attraction and an exceptionally fine place to live.
8. Adopt and apply the joint City-County General Plan for the Sonora area.
9. Adopt and apply the General Plan for Twain Harte, approved by the residents on September 11, 1968.
10. Bring all County codes and ordinances into consonance with this plan as soon as possible.
11. Lease-option the priority park sites now for purchase at appreciably lower prices when funds are available.

It is therefore recommended by the Tuolumne County Chapter of the Western Mining Council, Inc. that our planning commission together with our authorities and our people join in a concerted effort to promote, protect and defend the rights and privileges of developing an orderly system of reaping the harvest of that with which we have been so abundantly endowed, OUR NATURAL RESOURCES, without adding unnecessary restrictive measures which too easily can throttle and discourage such a venture.

We offer our assistance in an effort that will be most beneficial to our county.

Very truly yours,

The Tuolumne Chapter of the Western
Mining Council

(signed)

Emmet I. Dalh, President

Martha Chapple, Secretary

[NON-PROFIT ORGANIZATION]

WESTERN MINING COUNCIL, Inc.

OFFICE OF THE PRESIDENT

Chairman
Tuolumne County Planning Commission
Sonora, California

Re: Mapping and recommendations of mining claims as agreed upon by the Tuolumne County Planning Commission and the Tuolumne County Chapter of the Western Mining Council at a meeting on the date of August 15, 1968.

Dear Sir:

It is practically impossible to obtain and place on the map all mining locations now on file at the Tuolumne County Recorder's office although the response to our request has been favorable. It is therefore requested that all current mining claims as well as those located in the future be accorded the consideration and support of the Planning Commission.

Mining has played an integral part in the early formation of our county, it has gradually been replaced by the Lumber Industry and today's trend of utilizing all space and promoting Recreation. Recreation is an important industry but should be promoted and assisted with full potential of our natural resources, water, timber and mining; the God given heritage with which this county has been blessed.

Future plans must include the full utilization of this natural heritage. A flexible program which will not encumber and throttle any individual potential is essential and we must look for expert guide lines and much good Judgment to accomplish this task.

Except for a few minerals, mining in our

county has been on the decline since the closure of the mines by the government and little assistance has been rendered to revive that industry. Today we are faced with much favorable speculation on the future of mining by our geologists, mineralogists and government officials. We believe that some of these statements in the papers are worthy of quoting:

An official statement of the United States Geological Survey's Office of Mineral Exploration:

"The domestic shortages of these critical minerals have indicated the desirability of stimulating interest and activity in the exploration of minerals by private industry. Increasing the United States' share in the cost of exploration by private industry may help close the gap between domestic production of heavy metals and the rising needs for them."

An article in the newspaper by three engineers on the date of October 23, 1967. Stanley A. Lafavor, George L. Palcheff and Clifford D. Marks:

"Millions of dollars could be saved in the United States in manned space craft by the use of space ports just as present aircraft do. Beryllium, titanium, columbium, molybdeum, and tungsten have already been tested for space use."

Another engineer in a recent article stated that metals now being placed in incinerators should be conserved and methods determined for their re-use.

These are a few guide lines by which we must consider future events. A great number of our geologists and mineralogists predict that 90% of the minerals in our area have not been developed and some not even discovered. It is therefore essential that much consideration be given to the avenue of future revenue. Throttling this potential with restrictions which would ultimately curtail or eventually make impossible the exploration of these minerals must be avoided.

TUOLUMNE COUNTY'S MINERAL INDUSTRY

Statement by Charles H. Segerstom, Jr.

The importance of the mineral industry to Tuolumne County's economic base must be fully recognized, as it has made a contribution far beyond that many people realize. Many think only of gold production and while this is the largest figure, many other minerals contributed to the overall total.

In gold, Tuolumne County has had a total production of over \$211,000,000* with most of this production priced at the pre-1933 price of \$20.67 per fine ounce but at the present \$35.00 per fine ounce price would be over \$350,000,000. Silver was a by-product of the gold mining and some 700,000 ounces are accounted for.

Limestone quarrying and burning of lime along with marble form the second largest mineral industry in the County in its history. Figures are limited but it is estimated that \$10,000,000 has been produced in this group. Further large limestone deposits have been discovered, purchased and are ready for production to meet the needs for an expanding West Coast Steel Industry and this can mean large returns to the area.

Other production has been in chrome ore, copper (where large scale development plans are now underway), magnesite, silica, clays, mineral paint, sandstone, granite, tungsten (where two properties are operating), uranium (where production has been shipped for processing), other precious metals, like platinum and the not to be forgotten stone market where large tonnages have been shipped annually for a number of years.

Further mineral production must be tied into Tuolumne County's economic future as it can have a great import on the year round eco-

nomy. All of the previously mentioned minerals have their place in this picture as many recent developments and investigations can change the scene over-night. As previously mentioned the copper and limestone industries are close to reaching wide local developments.

The gold mining industry is also closer to reaching widespread importance with the recently announced U.S. Government findings:-

For example the U.S. Bureau of Mines has recently announced an \$800,000 program for investigating the tertiary gravel deposits of the Mother Lode with the aim to lower costs for channel drift mining and more efficient extraction. Another project by the U.S. Bureau of Mines has improved the recovery and lowered the cost for gold contained in carbonaceous materials, this is very important to Tuolumne County, as much as our gold is contained in such materials. This work has already made its effects in the re-opening of two Nevada deposits. Another report shows that over \$14,000,000,000 (billion) in gold still remains in the ground in the United States and one of the largest concentrated areas being the Mother Lode of California.

For the lone prospector, small operator or mining corporation, the mineral wealth of Tuolumne County in all reality, has only been scratched. All that is needed, is a little impetus and some risk capital and our mineral industry will become much more productive and bring with it the much needed year round employment.

*Minerals Industry Survey of the United States, Tuolumne and Mariposa Counties - U.S. Bureau of Mines, Bulletin 424, 1940.

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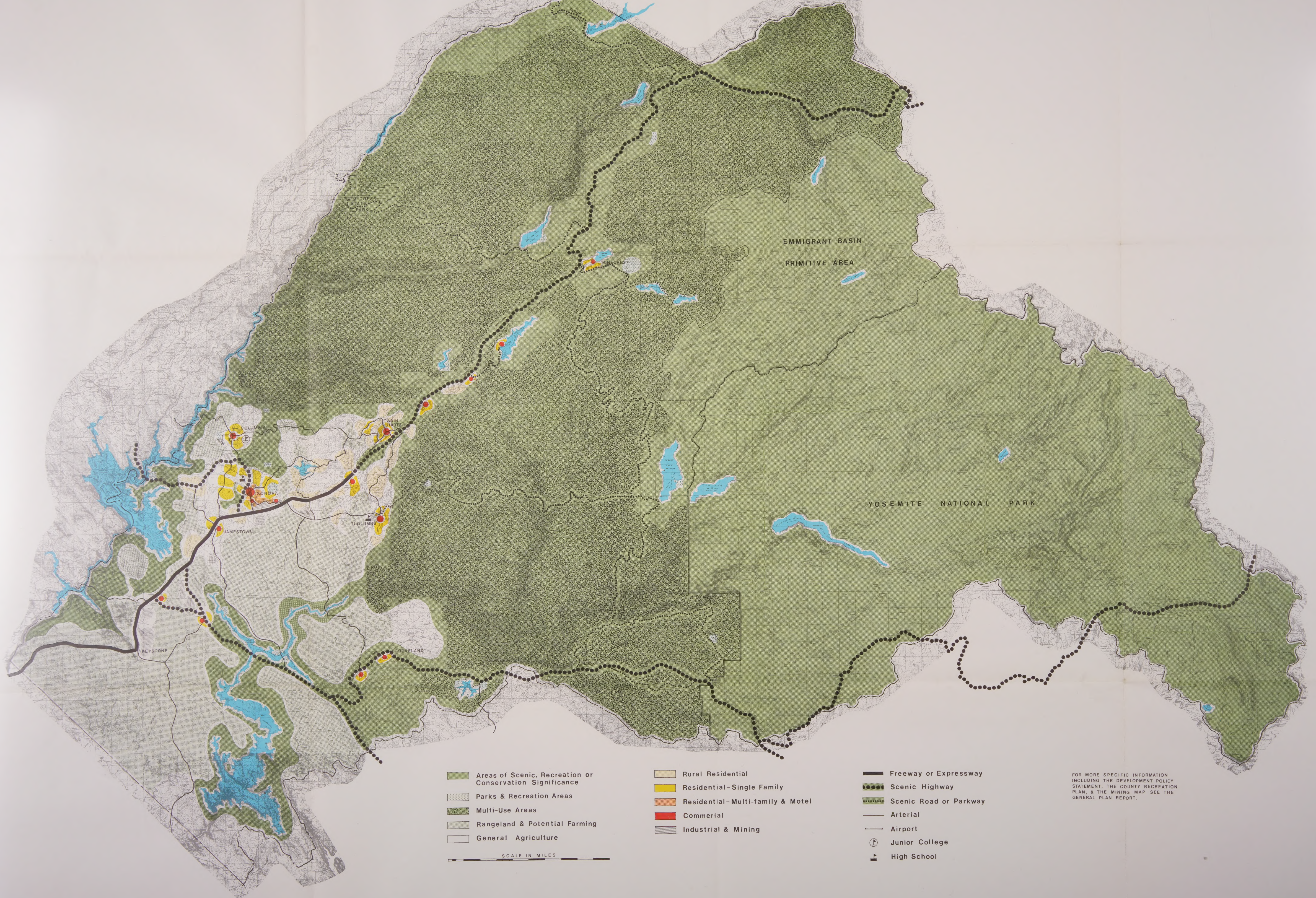
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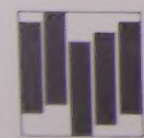
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FOR MORE SPECIFIC INFORMATION INCLUDING THE DEVELOPMENT POLICY STATEMENT, THE COUNTY RECREATION PLAN, & THE MINING MAP SEE THE GENERAL PLAN REPORT.



City & Regional
PLANNING ASSOCIATES, Inc.
ONE JACKSON PLACE
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SAN FRANCISCO
CALIFORNIA 94111
YUkon1-8595

TUOLUMNE COUNTY GENERAL PLAN

Adopted August 15, 1968 by the
**TUOLUMNE COUNTY
PLANNING COMMISSION**

THE PREPARATION OF THIS MAP WAS FINANCED IN PART
THROUGH AN URBAN PLANNING GRANT FROM THE
DEPARTMENT OF HOUSING & URBAN DEVELOPMENT UNDER
SECTION 701 OF THE HOUSING ACT OF 1961, AS AMENDED.



